

THE
HONGKONG
WEEKLY.

ILLUSTRATED.

The China Mail.

ESTABLISHED 1845

Don't Forget

TO ORDER THE
OVERLAND
CHINA MAIL.
BEFORE GOING HOME.

No. 18,793.

號四廿月六年七零百九千一英

HONGKONG, MONDAY, JUNE 24, 1907.

第四十五年未丁

PRIME, \$8.00 Per Month.

Intimations.

THORNE'S OLD VAT



This VAT was started by the late ROBERT THORNE of Greenock and has been sold as No. 4 since 1831.

SCOTCH WHISKY.

PER DOZEN\$14.

SOLE AGENTS IN HONGKONG, CHINA AND MANILA.

A. S. WATSON & Co., Ltd.

Hongkong, May 1, 1907. 798

TAI KWONG CO.,

109, Des Vœux Road Central.

GASOLINE LAMPS

AND
WELSBACH MANTLES.

Hongkong, June 14, 1907. 1017

NOTICE.

FROM THE FIRST DAY OF JULY, 1907, the Business and Responsibility of THE KOWLOON HOTEL will be taken over by Mr. OWEN ELIAS OWEN. All monies due to the Hotel before the 1st July, 1907, are payable to Mr. J. W. OSBORNE alone.

J. W. OSBORNE.

Hongkong, June 20, 1907. 1059

THEATRE ROYAL.

CITY HALL.

FOR A SHORT SEASON

ONLY.

THE BANDMANN

COMEDY CO.,

22 LONDON ARTISTS 22

Will present the following London

Successes for the First Time

in Hongkong—

TO-NIGHT! TO-NIGHT!

(MONDAY), JUNE 24:

'DUKE OF KILLICKRANKIE.'

TUESDAY, JUNE 25:

'LADY HUNTSWORTH'S

EXPERIMENT.'

WEDNESDAY, JUNE 26:

TWO LITTLE VAGABONDS.'

THURSDAY, JUNE 27:

LADY WINDERMERE'S FAN.'

FRIDAY, JUNE 28:

'THE PRIVATE SECRETARY.'

Doors open 8.30. Commence 9 P.M.

Plan now open at S. MOUTRIE & Co.

Hongkong, June 13, 1907. 1012

BRITISH STEAMER

'NETHERTON.'

BY ORDER OF THE UNDER-

WRITERS, the Undersigned are

prepared to receive TENDERS for

the Purchase of the above Steamer as she now

lies at SINGAPORE in a Fire Damaged

Condition.

Tenders must be delivered not later than

10th July.

GILMAN & CO.,

Lloyds' Agents.

Hongkong, June 19, 1907. 1034

'THE WORLD'S NEWS'

(SAI KAI KUNG YIK FO.)

A LEADING CHINESE PAPER.

Wide Circulation in Hongkong and

South China.

SUPERIOR MEDIUM FOR CHINESE

ADVERTISING.

BLOCKS MADE, HALF TONING,

AND

PRINTING A SPECIALITY.

Orders Promptly attended to.

161, DES VŒUX ROAD CENTRAL.

Hongkong, March 12, 1906. 523

CARMICHAEL AND

CLARKE.

CONSULTING ENGINEERS AND

SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: 'CARMICHAEL,' HONGKONG.

A. B. O. Code, 4th Edition.

A. I. Code.

Telegraphic Standard Code.

TELEPHONE 232. 16

Business Notices.

W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,323 tons, Captain H. D. Jones.
s.s. FOWAY, 2,323 tons, Captain W. A. Valentine.
s.s. FAISHAN, 2,260 tons, Captain C. Lloyd.
s.s. KINSHAN, 1,996 tons, Captain B. Branch.
s.s. HEUNGSHAN, 1,998 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m. and 6 p.m. (Sunday excepted).
The S.S. FOWAY will leave Hongkong every Monday, Wednesday and Friday, at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

Hongkong-Macao Line.

s.s. SULAN, 1,651 tons, Captain E. H. Grainger.
s.s. SUI-TAI, 1,651 tons, Captain G. F. Morrison.
Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursions, leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m. The Company also runs a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.
Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

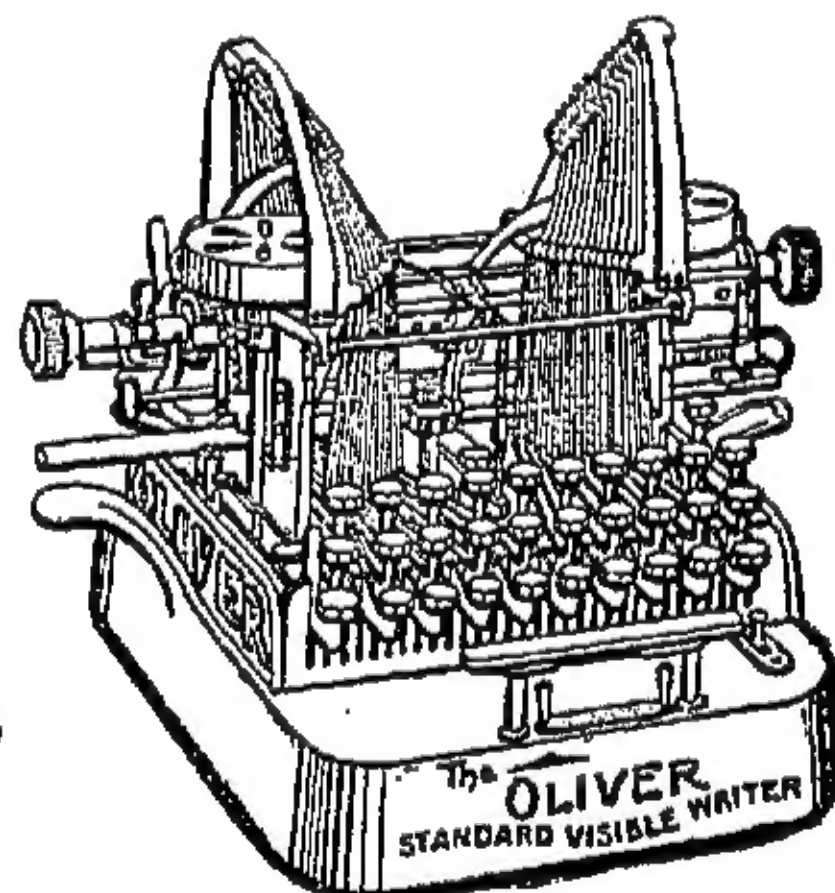
s.s. SALNAM, 588 tons, Captain J. Wilcox. (Laid up).
s.s. NANNING, 589 tons, Captain A. McKinnon.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hoxer Mansions, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

STANDARD

VISIBLE

TYPEWRITERS.



See our Latest

Special

Fraction

Keyboard.

THE OLIVER TYPEWRITER Co., Ltd., are prepared, during the stay of their SPECIAL REPRESENTATIVE in HONGKONG, to take OLD TYPEWRITERS of any make or condition in part payment for OLIVERS. This is an opportunity to have your Office up-to-date.

No. 1, Prince's Buildings.

Hongkong, June 11, 1907. 1005

For Sale.

FOR SALE.

BOUND VOLUMES

OF THE

'NEW WEEKLY'

ARE ON SALE AT THE

'China Mail' Office,

8, Queen's Road Central.

FOR SALE.

TWO VERY VALUABLE PIECES OF LANDED PROPERTY situated at CANTON near the Hongkong, Canton and Macao Steamboat Company's Wharf and facing the river. The lots contain by measurement 50 'changs' or thereabouts. Title Deeds can be seen at the Office of the Undersigned. For further particulars, apply to

GOLDING & BARLOW,

Solicitors,

10, Queen's Road Central.

Hongkong, May 23, 1907. 951

THE CARLTON HOUSE HOTELS

Nos. 8 & 10, Ice House Street.

REDUCED SUMMER RATES.

For Daily and Permanent Boarders.

AIRY ROOMS. CUISINE A SPECIALTY.

COMFORTS OF RESIDENTS STUDIED.

FOR RATES, APPLY TO

THE MANAGER.

SEE WOO

TAILOR, DRAPER AND

OUTFITTER.

HAS REMOVED to new premises, 14,

QUEEN'S ROAD CENTRAL.

Hongkong, January 26, 1907. 118

LABUAN COAL

THE LABUAN COALFIELDS CO-

PANY, LTD., are now prepared to

supply Bunker Steamers at LABUAN, with Good

Fresh Quality LABUAN COAL, double

screened and straight from the Mine.

For further particulars, apply to

BRADLEY & CO.,

Agents.

Telegraphic Address:—

LABOR, Labuan.

Hongkong, March 12, 1907. 471

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

Office: 8, DES VŒUX ROAD

Hongkong, June 17, 1907. 2040

LANE, CRAWFORD & CO.

SUMMER UNDERWEAR

in Gause, Wool, etc.

LIGHT ZEPHYR SHIRTS

White and Coloured.

TIES, WAISTCOATS, BELTS.

TROPICAL SWEATERS.

BATHING COSTUMES.

LANE, CRAWFORD & CO.

Hongkong, June 17, 1907. 2040

OCCIDENTAL HOTEL

KOWLOON.

A QUIET, COMFORTABLE, COOL AND WELL-FURNISHED HOTEL for

RESIDENTS and TOURISTS.

ELECTRIC LIGHT AND FANS THROUGHOUT.

Bathroom attached to Each Room. Cuisine under direct European Supervision.

Terms Very Moderate.

For Special Terms for Families and Monthly Boarders.

Apply to—

E. G. JORDAN, Manager.

BALTIMORE HOTEL

HONGKONG.

MANAGED ON AMERICAN PLAN.

Being in the business center of the town in the FAVORITE HOTEL with visits

from Manila.

Terms Moderate.

TABLE UNDER DIRECT EUROPEAN SUPERVISION.

Special Terms for Families and Parties.

Apply to—

E. G. JORDAN, Manager. 453

STRAND HOTEL,

TSINGTAU.

TELEG. ADDR.: CODES A.B.C.

'STRANDHOTEL' 5TH EDITION.

OPEN FROM

1st of May, till End of October.

MODERATE PRICES.

CONCERTS TWICE A WEEK ON THE BEACH

LAWN TENNIS.

EXCELLENT CUISINE AND WINES.

For Terms, apply to

F. OSTROW, Manager.

Hongkong, March 27, 1907. 70

PATELL & CO.,

SHAMEN CANTON.

GENERAL STOREKEEPERS,

WHOLESALE and RETAIL

DEALERS IN

WINES and SPIRITS.

Export & Import Merchants,

AND

Commission Agents.

Hongkong, March 27, 1907. 70

THE CARLTON HOUSE HOTELS

Nos. 8 & 10, Ice House Street.

REDUCED SUMMER RATES.

For Daily and Permanent Boarders.

AIRY ROOMS. CUISINE A SPECIALTY.

COMFORTS OF RESIDENTS STUDIED.

FOR RATES, APPLY TO

THE MANAGER.

Hongkong, March 27, 1907. 70

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THE MANAGER.

Hongkong, March 27, 1907. 70

THE CARLTON HOUSE HOTELS

Nos. 8 & 10, Ice House Street.

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

KAISHA
(MITSUI & CO.)

IMPORT EXPORT & COMMISSION MERCHANTS.
HONGKONG BRANCH: PRINCE'S BUILDING, 115 H STREET.
M. K. O. BAYASHI, MANAGER.
HEAD OFFICE: No. 1, SINGAPORE, SINGAPORE.
OTHER BRANCHES:
London, New York, San Francisco, Hamburg, Calcutta, Bombay, Rangoon, Singapore,
Batavia, Hongkong, Canton, Swatow, Amoy, Foochow, Tientsin, Shanghai,
Shanghai, Hankow, Chongqing, Yokohama, Nagoya, Osaka, Kobe, Kure, Matsuyama, Moji,
Wakamatsu, Kanagawa, Nagasaki, Kuchino, Sasebo, Miike, Hakodate, Sapporo,
Tulip, Tadan, etc., etc.
TELEGRAPH ADDRESS: "MITSUI" (A.B.C. and A.I. CODES).
CONTRACTORS OF COAL to the Imperial Japanese Navy, Mint and Arsenal,
the State Railways, Principal Railway Companies, Industrial Works, and Home
and Foreign Malls and Freight Steamers.
SOLE PROPRIETORS of the Japanese Mills, Tagawa, Yamano, and Ida Coal Mines,
and SOLE AGENTS for Japanese Coal, Hokoku, Honda, Kanada, Mameda, Ohtsuji,
Chugoku, Saseburo, Yoshio, Yuzokibara, and other Coals.
IMPORTERS and EXPORTERS of Cotton, Cotton Yarn, Cotton Piece Goods, Copper,
Silver, Tin, Lead, and other Metals, Railway Materials, Aids, Camphor, Flour,
Cassia, Manure, Rice, Opium, Lard, Matches, Paper, Hides, Leather, Belts,
Sulphur, Hemp, Beer, Cement, Cigarettes, Matches, Paper, Hides, Leather, Belts,
Toak, and other Timber, etc.
Hongkong, April 11, 1907.

TYPEWRITERS! TYPEWRITERS!!
Typewriters repaired, cleaned,
overhauled, and broken parts
duplicated under expert
supervision.
Old Machines Renovated. Terms Very Moderate.
SATISFACTION GUARANTEED.
BICYCLES
FOR SALE, REPAIR, EXCHANGE AND HIRE.
THE DRAGON CYCLE CO.,
11, D'Aguiar Street.
Hongkong, February 16, 1907.

DINNEFORD'S
The Universal Remedy for Acidity of the
Stomach, Headache, Indigestion,
Biliousness, Bile, etc.
Sole and most
Effective Agents
for Regular Use.
DINNEFORD'S
MAGNESIA

TAKE
HOLLOWAY'S
PILLS
For Indigestion, Heartburn,
Biliousness, Jaundice,
and all Complaints of the
Liver and Kidneys.
THEY ARE INVALUABLE
FOR THE USE OF FEMALES.
Manufactured only at 78, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.

Luxury & Economy
meet in Van Houten's Cocoa,
for it not only possesses the
finest flavour, it is also the
most economical in use.
"Goes farther than other brands, and is therefore
more economical."—Health.
"Its flavour, soft and fully developed, is delicious."
—Court Journal.
van Houten's Cocoa
Best & Goes Farthest.

Intimations.

KAISHA
(MITSUI BISHI CO.)
COAL DEPARTMENT
MARUNO-UCHI, TOKIO.
CARBON ADDRESS: "IWASAKI"
Which applies to all Branch Offices.
All Letters Addressed to:
MANAGER, MITSUI BISHI CO.,
with name of place under.
BRANCH OFFICES:
NAGASAKI, MOJI, KOBE, KANAGAWA,
SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:
YOKOHAMA: M. ARABA, Esq.
CHINKIANG: Messrs. GLENN & Co.
MANILA: Messrs. MACDONALD & Co.

SOLE PROPRIETORS of Takasima,
Ochi, Shikoku, Namsanta and Kami-
Yamada Collieries and also Hojo Colliery,
which will shortly be ready to produce on a
large scale the best Best Coal.
The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.
T. MATSUKI, Manager, Hongkong,
No. 2, PEDDER STREET.
Hongkong, April 25, 1906.

1115

TIME IS
MONEY

WHEN invested in study with the
International Correspondence
School of Secretaries. An hour a day
will prepare you for technical work
and examinations. There are a few of
our courses:
Civil Engineering. Navigation.
Architecture. Book-keeping.
Marine Engineering. Illustrating.
Elec. Engineering. Refrigeration.
English Branches. Stenography.
Mechanical Drawing. Plumbing.
Stationary Eng. Textiles.
Gas Engineering. Mining.
Locomotive Eng. Prospecting.

FRENCH, GERMAN & SPANISH
BY
PHONOGRAPH.
FOR FULL INFORMATION WRITE
GENERAL AGENCY, I.C.S.,
Box M, 429, MANILA.
Hongkong, May 2, 1907.

DISINFECTANT
JEYES
FLUID
SOLE AGENTS.
W. G. HUMPHREYS & CO.
BANK BUILDINGS.
Hongkong, May 16, 1906.

HOMOGENEOUS
NATURAL MILK.

REMARKABLE PROGRESS IN THE ART OF
PRESERVING MILK.

PURE NATURAL COWS MILK

PRESERVES ITS GOOD TASTE IN ANY CLIMATE.

BELLE VIEW HOTEL
(LATE METROPOLE HOTEL),
SHAUKIWAN ROAD.
THE BATHERS' RESORT OF
HONGKONG.
A Pleasant Drive along the Sea Front,
either by Tram or Ricksha.
BEST OF WINES, BOWLING,
BILLIARDS, ETC.
MAGNIFICENT STABLES for the use of
BATHERS and VISITORS.
ON WEDNESDAY NIGHT a Moonlight
Party will be held, with Mr. Machado's
String Band in attendance from 8 to 11 P.M.
Telephone No. 583.
HONGKONG, June 14, 1907.

BEST MILK IN THE MARKET
FOR
INFANTS AND INVALIDS
CASE OF 24/1 Lbs. Tins.
48/4 " " "
48/2 " " "
SOLE AGENTS
EAST ASIATIC TRADING Co.,
HONGKONG.
Hongkong, July 14, 1906.

BATAVIAN PEN PICTURE.

Stiff and Stately Ways of
Society.

["STRAITS TIMES" CORRESPONDENT.]
BATAVIA, June 1.

There are three different ways of reaching
Welterreden from Batavia. They are either
by train, or by electric or steam train,
unless, of course, you are content to drive
there.

The train service is fairly good, while
that of the steam train is excellent. The
engines are driven by compressed steam,
and are filled at the stations from immense
generating boilers. There is, consequently,
and absence of smoke and sparks, which
means more comfort for the passengers.
As the route is along the principal thorough-
fares, and the charges are moderate, the
railway system is utilized by all classes of
the community, with the result that the
company pays a good dividend, and the
shares stand at a fairly high rate, although
the capital and debenture shares are not
balanced by any reserve fund.

The Electric Tramway Company has not
been so successful in either its management
or financial results. The shareholders have
received no dividend, and, according to re-
port, it seems only a question of how long
it will be before the company is absorbed
into the older one, which, it is understood,
is willing to purchase her as soon as the
price is fixed definitely. The regular rail-
ways in Java, with one exception, are State
property. They were purchased in the
nature of an experiment, the object being
to keep the main lines in the hands of the
State exclusively. A year or so ago, the
Samarang-Charbon Company, after hav-
ing prepared her estimates and types, ap-
plied for permission to extend her line
from Cheribon, so as to meet the State
line at Poerwakarta, but the request was
refused. Now, however, the extension is
being made by Government, and in another
three years it will be possible for Cher-
bonniers to ride through to Batavia, with-
out using either boats or post-horses.

PROVIDING FOR MILITARY PURPOSES.
It is in this way the State provides for
herself for military purposes. By taking
train from Batavia to Welterreden one can
journey to Nordwijk, the commercial dis-
trict, or on to the Koningsplein, the open
space in the centre of the suburb—the
jungs of Batavia.

This most select quarter of Batavia has
of late years been encroached upon by in-
dustrial undertakings, so that its ancient
character is altered. Still, the plain is yet
two miles in radius, and it remains the
aristocratic centre of Java, notwithstanding
the fact that the Governor-General and the
Secretary live in Buitenzorg. The
plain is quite ugly, being uncultivated
absolutely—a morass in the wet season, and
arid in dry weather. It is used as an
apology for golf links; two plots are
reserved for the English and Dutch Tennis
Clubs, each of which has its own Club
house at opposite sides of the plain like the
two Clubs in Singapore. In the centre of
the plain there is a wireless telegraph
installation of the Telefunken system. The
rest of the plain is ill-kempt; it serves as a
grazing ground for horses, and so forth,
and for military manoeuvres.

It is round and round the plain that the
"Liber Brigade" take their walks morning
and evening. It is significant that the
Dutch do not turn out so early in the
afternoon as the English do. They prefer
to come out at about seven o'clock, and
their favourite rendezvous are the restau-
rants, which both inside and outside in the
compound, are crowded nightly with
people who partake of refreshments.
Nordwijk has quite a gay appearance,
until about eight o'clock, when the shops
close. The Dutch prefer to make their
purchases in the evening rather than in
the course of the day; indeed, most of the
shops are closed between the hours of one
and four, and the assistants can take things
easy during these, the hottest hours of the
day.

FIRST IMPRESSIONS.
Like other Eastern places, the impression
one gets of Java depends very much upon
circumstances. If fortunate enough to be
a guest at one of the many large, cool
houses, where the servants are well-
trained, and the surroundings refined and
elegant, and is enabled to drive about in a
handsome carriage, one would find life
most comfortable. The host, being a
member of all the Clubs, would take his
guest to the Harmony and Concordia and
to tennis every afternoon, if one desired to
do so. The Harmony is the Civil Club,
the Concordia the Military Club par ex-
cellence, but hundreds of bungalows are
(Continued on Page 8.)

BELLE VIEW HOTEL
(LATE METROPOLE HOTEL),
SHAUKIWAN ROAD.

THE BATHERS' RESORT OF
HONGKONG.
A Pleasant Drive along the Sea Front,
either by Tram or Ricksha.
BEST OF WINES, BOWLING,
BILLIARDS, ETC.
MAGNIFICENT STABLES for the use of
BATHERS and VISITORS.
ON WEDNESDAY NIGHT a Moonlight
Party will be held, with Mr. Machado's
String Band in attendance from 8 to 11 P.M.
Telephone No. 583.
HONGKONG, June 14, 1907.

SAINT-RAPHAEL
TONIC, RESTORATIVE, DIGESTIVE WINE.
Very palatable.
Known throughout the world and prescribed in all cases of
Anemia, Debility and Consequence, to young women, children
and the aged. Invaluable in hot climates.
DOSE: One wine-glass after the two principal meals.
Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
to the registered trade-mark:
(1) THE WARRANTY STAMP OF THE UNION DES VITICULTEURS.
(2) A METAL SEAL advertising CLETEAS.
CLETEAS is a MELISSA and MINT cordial
which surpasses all others by its
purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).
CALDBECK, MACGREGOR & Co., Hongkong.

To Let.

TO LET—(WELL FURNISHED).
BIRNAM BROS. CONDUIT ROAD.
Eight-roomed House—Billiard Room,
with full-size Table, 3 Bath-rooms,
Drying Room, Store-room and Pantry—
Good Tennis Lawn, Electric Light and
Bells, and a Telephone.
Apply to
Care of CHINA MAIL OFFICE.
Hongkong, March 13, 1907.

TO LET—FURNISHED.
FOR 3 months from the 1st July, 10,
QUEEN'S GARDENS. Low Rent.
Apply to
A. W. BREWIN,
Registrar General's Office.
Hongkong, June 21, 1907.

TO LET.
NO. 38, CAINE ROAD; 2ND FLOOR,
12, QUEEN'S ROAD CENTRAL.
GREENHOF, GARDEN ROAD, Kow-
loon, Redecorated, Electric Light, Tennis
Court.
NO. 1, FAIRVIEW, ROBINSON ROAD,
Kowloon.
Apply to
LEIGH & ORANGE,
1, Des Voeux Road.
Hongkong, February 19, 1907.

TO LET.
HARPERVILLE, GARDEN ROAD,
6 Rooms with Tennis Court and
detached Servants' Quarters. Possession
from 1st Jan, 1907.
Apply to
FERCY SMITH & SETH,
Accountants, Auditors, &c.,
5, QUEEN'S ROAD CENTRAL.
Hongkong, January 18, 1906.

TO LET.
IMMEDIATE POSSESSION.
GODOWNS Nos. 95, 96, 97 and 100,
PRAYA EAST.
Apply to
CHATER & MODY,
Victoria Buildings.
Hongkong, June 19, 1907.

TO LET.
QUARANTON, the Peak, furnished
or unfurnished.
Apply, by letter, R. HEMMINGS,
c/o Hongkong Hotel.
Hongkong, April 2, 1907.

TO LET.
NO. 8, GRANVILLE AVENUE,
Kowloon.
Apply to
HUMPHREYS' ESTATE & FINANCE
CO., LD.
Hongkong, March 27, 1907.

TO LET.
NO. 1, WEST END TERRACE, SHA-
MEN, CANTON.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, June 1, 1907.

TO LET.
NOS. 3 and 4, OBSERVATORY VIL-
LAS, Kowloon. Moderate Rental.
Tennis Court and Electric Light.
Apply to
ARRATON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, May 1, 1907.

TO LET.
OFFICES in ALEXANDRA BUILD-
INGS.
Apply to
A. S. WARREN & CO., LD.
Hongkong, April 22, 1907.

TO LET.
NO. 21, CONNAUGHT ROAD CEN-
TRAL. Suitable for Offices and
Godowns. Electric Light.
Apply at
Nos. 15, 16 & 17,
CONNAUGHT ROAD.
Hongkong, June 4, 1907.

TO LET.
A HOUSE in KNOTSFORD TER-
RACE, KOWLOON.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, June 1, 1906.

TO LET.
POSSESSION FROM 1st APRIL NEXT.
2 SEMI-ATTACHED HOUSES, Nos.
139 and 140, MACDONALD ROAD.
Each with 7 Rooms, Bath-Room, Kitchen,
Servants' Quarters and Grass Tennis Court.
Apply to
CHUNG CHI NAM,
YAN ON & F. INSURANCE CO., LD.
Hongkong, March 1, 1907.

Auctions.

PUBLIC AUCTION.
THE Undersigned has received instruc-
tions from the Executor of the late
Mr. W. H. ON to Sell by Public Auction,

SATURDAY,
the 29th June, 1907, and
MONDAY,
the 1st July, 1907, commencing each day
at 2.30 P.M., at No. 57, CAINE ROAD,
THE WHOLE OF THE
VALUABLE HOUSEHOLD
FURNITURE.

Silk Brocade Upholstered Drawing
Room Suite, OVERMANTLE, VELVET PIL-
LOW CASES, RUGS, LACE CURTAINS, BOOK-
CASES, BOOKS (Law and Fiction), OIL-PAINT-
INGS and WATER COLOURS, ORNAMENTS,
CHINESE PORCELAIN, &c., &c.
FINE TEAK SIDEBOARD with REVELED
MIRROR, EXTENSION DINING TABLE, DIN-
ING CHAIRS, FINE DRIVER SERVICE and
GLASSWARE (including Silver and E.P.
Mounted Decanters and Bottles), TABLE
LINEN and SAREY, CUTLERY, BRASS
FENDERS, &c., &c.
DOUBLE BRASS BEDSTEAD, FINE
TEAK WARDROBE with BEVELLED GLASS
DOORS, MARBLE-TOP WASHSTANDS, TOILET
TABLES, &c., &c.
One Very Fine BILLIARD TABLE by Bar-
roughs & Watts, Several Sets of Ivory
Billiard Balls and Caramelle Balls,
SPECIAL MATCH COUS, LEATHER-UPHOL-
STERED SEAT, &c.
One Grand Piano by Steinway and Son.
One Gramophone and about 700 Re-
cords, including some of the Very Best.
About 400 PIANO RECORDS in Fine
Condition.
On View from Tuesday, the 25th June.
Catalogues will be issued.
Terms—Cash on delivery.
GEO. F. LAMBERT,
Auctioneer.
Hongkong, June 21, 1907.

LEE CHEE-WING & CO.
27, 28 and 29, LEE YUEN STREET (WEST),
HONGKONG.

DEALERS IN
All Sorts of COPPER, BRASS, STEEL,
IRON WARE &c.
STEEL CIRDERS AND TEES,
CORRUGATED IRON, ETC IRON, &c.
Suitable for
SHIPS, ENGINEERS AND HOUSE BUILDERS.
1923

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.
WEEK DAYS.
7.00 a.m. to 7.30 a.m., Every 30 minutes.
7.30 a.m. to 8.30 a.m., Every 10 minutes.
8.30 a.m. to 11.00 a.m., Every 15 minutes.
11.30 a.m. to 12.45 p.m., Every 15 minutes.
12.45 p.m. to 1.45 p.m., Every 10 minutes.
1.45 p.m. to 2.15 p.m., Every 15 minutes.
2.15 p.m. to 3.00 p.m., Every 15 minutes.
3.00 p.m. to 5.00 p.m., Every 15 minutes.
5.00 p.m. to 6.00 p.m., Every 30 minutes.
NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15
p.m., every half hour.
SUNDAYS.
8.00 a.m. to 9.00 a.m., Every 15 minutes.
9.00 a.m. to 9.30 a.m., Every 30 minutes.
9.30 a.m. to 10.30 a.m., Every 15 minutes.
10.30 a.m. to 11.00 a.m., Every 10 minutes.
11.45 a.m. to 12 Noon, Every 15 minutes.
12.00 Noon to 1.00 p.m., Every 15 minutes.
1.00 p.m. to 5.00 p.m., Every 15 minutes.
5.00 p.m. to 6.00 p.m., Every 10 minutes.
7.00 p.m. to 8.00 p.m., Every 10 minutes.
NIGHT CARS as on Week Days.

SATURDAY.
Extra Cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDINGS,
Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
1901

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Price..... 50 Cents.

BY TELEGRAPH.

THE TRANSVAAL.

Confidence in Botha.

(Exclusive Service, supplied by Reuters via Bombay.)

London, June 22.

In the parliament at Pretoria Sir George H. Farrar moved a resolution condemning Premier Botha's policy, but the motion was defeated by 45 to 21.

GOLF.

The Open Championship.

(Exclusive Service, supplied by Reuters via Bombay.)

London, June 22.

The open golf championship, played over the Hoylake links, has resulted in a win for Arnaud Massey, of France, whose score of 312 was two points better than J. H. Taylor's 314. Massey's brilliant driving was a feature of the competition.

(REUTERS'S SERVICE.)

FRENCH RIOTS.

Police and Troops Engaged.

London, June 21.

The demonstrators at Narbonne attacked the police station with revolvers yesterday; they were repulsed by the infantry with 4 killed and 11 wounded. An affray between the troops and the mob yesterday evening, resulted in many being injured at Montpellier. The mob at Perpignan set fire to the prefecture; the fire was extinguished with difficulty. A red flag has been hoisted on the Town Hall at Beziers.

Soldiers Mutiny.

London, June 21.

On the 20th inst. 600 soldiers quitted the barracks at Beziers, and in spite of the exhortations of the officers joined the rioters with arms and ammunition. The General sent the 81st Infantry to prevent the junction; but on the soldiers firing in the air, the 81st withdrew. Eventually General Baillard prevailed on the mutineers to return to barracks.

A Vote of Confidence.

London, June 21.

The Chamber of Deputies has passed a vote of confidence in the Government, by 327 to 223.

General Dismissed.

London, June 21.

General Turcas who was in command of the infantry at Narbonne has been dismissed. It is believed that he was responsible for firing on the people.

Cutting Communications.

London, June 21.

The railway is cut at Poitiers, preventing reinforcements from reaching Beziers. The Sub-Prefect of Beziers has been seized and made a prisoner of by 4,000 peasants for interfering. Telegraph and Telephone lines have been cut at several other points.

THE DUKE OF DEVONSHIRE.

London, June 21.

The Duke of Devonshire was taken suddenly ill at Ascot from a weak heart.

GREAT BRITAIN AND GERMANY.

London, June 21.

The King, in a friendly letter, has invited the Kaiser and the Kaiserine to England in the autumn.

Four pirates were arrested to-day in connection with the piracy of the two junks at Shantung.

Hotel Licenses.

A meeting of Justices of the Peace was held at 2.15 this afternoon at the Magistrate's, when the following licenses were transferred—(Hongkong Hotel, from Mr. H. Haynes to Mr. A. F. Davies; Kowloon Hotel, from Mr. J. W. Osborne to Mr. O. E. Owen.

Volunteer Major (exactly): "Have you seen my baggage anywhere, Higgins?" Private Higgins: "Yes, sir, I saw her five minutes ago walking with Parnon Gassaway."

SUMMER DIARRHOEA IN CHILDREN.

During the hot weather of the summer months the hot weather of the summer of a child's bowels should have immediate attention, so as to check the disease before it becomes serious. All that is necessary is a few doses of Chamberlain's Colic, Cholera and Diarrhoea Remedy followed by a dose of Castor oil to cleanse the system. Sold by all chemists and druggists.

SOCIAL AND PERSONAL.

Mr. W. T. Lay, I. M. Customs Commissioner at Chungking, has been transferred to Ichang and will be relieved at Chungking by Mr. Tannant.

The other day, says the "Nanfangpao," the Imperial Princesses, by direction of the Empress Dowager, entertained the ladies of the foreign Legations in the Palace, in return for the reception given by the former to them a few days previous.

The smoking concert which was held in St. George's Club on Saturday night ranks amongst the best yet held by the juniors, and in spite of the weather there was a large attendance of members and friends. Under the chairmanship of the President of the Club, Mr. G. T. Lloyd, the evening's programme, which consisted of vocal and instrumental solos and the "When I am a man" sextet of elocutionists, was gone through without a hitch. Before the finish cheers were given for the chairman, St. George's Club, and the entertainers, including the evening's accompanist, Mr. Percy Brown.

The "N.C. Daily News" of June 20 says: We regret to have to record the death—which occurred suddenly yesterday morning—on board the N.Y.K.S. Kosi Maru—of Mr. John A. Sullivan, stock and sharebroker, who was one of Shanghai's oldest and most respected residents. Mr. Sullivan, who had for a long time been suffering from jaundice, left for Japan a little more than a fortnight ago and during his stay there had apparently quite recovered his health. He joined the str. Kosi Maru at Nagasaki on Monday and was then in good health and spirits. On Tuesday he suffered from mal-de-mer, but seemed to be quite well again when he retired to rest that night. About 2.30 a.m., however, he commenced to vomit blood and although everything was done for him that was possible in the absence of a medical attendant, he expired at 5 a.m. yesterday, just as the vessel was approaching Wusung. Death was due, it is understood to internal hemorrhage, caused by seasickness. Mr. Sullivan, who was 56 years of age, arrived in Shanghai in 1874 and shortly afterwards commenced business as a stock and sharebroker and from time onwards was one of the principal and most popular members of the local Stock Exchange. Always a thorough sportsman, his rambling figure prominently in every branch of field sports, and he was also one of the leading members of the old Philharmonic Society. He was an energetic member of the Shanghai S. Patrick's Society and at the last annual general meeting, held in March, was unanimously elected President of that Society for the current year.

LOCAL AND COAST NEWS.

It is interesting to note that 219,462 cubic feet of masonry were used in building the Quarry Bay dock.

H. M. S. Tamar went into dock at Kowloon this morning for cleaning. When she is undocked she will not anchor in her accustomed place, but will go further east. The new naval dock opens opposite the old moorings—thus the change.

On Sunday morning a neat and substantial looking schooner arrived in port from Shanghai for the Hon. Mr. Keswick. She was on service in the north as a pilot boat, and Mr. Keswick, who is a keen yachtsman, is having her fitted up for yachting. She is the largest yacht in the harbour, being considerably longer than any of our present Chinese rigged cruisers. She was towed down from Shanghai and took up moorings at Observation Place.

Crocodiles in Siam.

We learn from the "Siam Free Press" that accounts from Paknampho state that crocodiles are becoming very numerous in that region. At night these monsters go close to native houses and lie in wait for natives. A blood-curdling story is told of how one of these creatures of enormous size managed to get on to the verandah of one house during the night. The father of the family happened to be absent, and the mother hearing some noise on the verandah, thinking her husband had returned, opened the door. The crocodile seized her by the leg and dragged her towards the water, but her screams brought the other members of the household and some neighbours on the scene when the poor woman was rescued with difficulty. Her leg was frightfully lacerated and fractured in three places.

Dumping the Dead.

A lecture was given in the Ko Shing Theatre on Saturday afternoon by Mr. Lau Chu Pak to an assembly of something like 2,000 Chinese. The Hon. Mr. A. W. Brown, whose good work among the Chinese is well-known, was in the chair, and Mr. Fung Yu Chun interpreted his remarks in introducing the lecturer. Mr. Lau dwelt at great length upon the evil of dumping and the benefits which could be derived from the public dispensaries which had been established by the Chinese at the instance of the Hon. Mr. Brown, Messrs. Fung Yu Chun and Lau Chu Pak, and which were supported by the Chinese themselves. These dispensaries had been established in West Point, Kau U, Fong, Vanchai, Kowloon, Hinghoun, and Yaukai, and were for the purpose of assisting the Chinese. Dumping was a repulsive practice to Europeans and Chinese alike, and would have to be stopped, otherwise other measures would be adopted by the Government. The Government was always well-intentioned in making laws and impartial in administering them, but the Government itself, without the assistance of its officers and men, who consisted in the majority of Chinese, could not carry out the law successfully. The English section of Officialdom should not be held entirely responsible. The Chinese had been foolish enough to take fear of the coloured foremen and the coolies in uniform, instead of reporting them when there was any unnecessary ill-treatment.

Master of the House: "You might tell Maggie that this steak isn't well enough done." Mistress of the House: "You are three girls behind, John; this one's name is Nora."

CHAMBERLAIN'S PAIN BALM.

It is an antiseptic liniment and prevents blood poisoning resulting from a cut or bruise. It also causes the parts to heal without maturation and in much less time than when the usual treatment is employed. For sale by all chemists and druggists.

evident that the Government was no wiser in its generation than the provincial governments of China. It accepted the statement that so great a quantity of coinage was necessary apparently because it was anxious to make the profit which comes to it from the minting. When it found that the Hongkong tokens were being absorbed in the neighbouring provinces of China it gaily continued the bad work of issuing coins which were not wanted for the legitimate purposes of local trade. The provincial authorities retaliated with the result that so much subsidiary coin was placed in circulation that it is now subject to a large discount. We know that the Colonial Treasurer has in hand some scheme to rectify matters and we have every confidence that, if he is backed up by the Government, he will succeed in straightening things out. But we feel assured that we have succeeded in showing that the claim that the Government is not to blame for the condition into which the coinage has been allowed to drift will not bear analysis.

LOCAL AND COAST NEWS.

The open golf championship for 1907 has been won by a Frenchman—Arnaud Massey, of La Boule, Paris, and once again J. H. Taylor, the Mid-Surrey player, is runner-up. The victory for France is a great upset for the British players, for last year, when the competition was played at Muirfield, Massey (310) could do no better than get sixth, being beaten by James Braid (300), J. H. Taylor (304), H. Vardon (306), J. Graham, Jr. (306) and Rowland Jones (308) in the order mentioned. On that occasion there were 182 competitors—a record entry—and 33 finished within 20 strokes of the winner. This is Massey's first win, but Taylor won in 1894, 1895 and 1900, and was runner up last year as well as this year. James Braid (last year's champion) also won in 1901 and 1905.

Although the native newspapers often exert their strength and almost exhaust the resources of the Chinese language in their attacks against some phases of the Government of China as it obtains to-day, in other ways they are helpful to the Government by their attempts to gather news of what is transpiring, or of what may be expected in possession of facts, or give them hints that are of assistance in the present unsettled state of affairs. The average newspaper, as far as we are familiar with their contents, has little sympathy with any rough attempt to upset things in order to establish something better. What the editors really think of the present trend of events may be hidden in their own hearts. The fact is that they do not lend their influence to stir up animosity against the Government as such, but only against what they regard as abuses of power, and against what is effete and obsolete in the system. They refer to the abuses, apparently, in the hope that some genuine attempts will be made by the present rulers to mend matters and thus make China worthy of the position they think she should hold among the other nations of the world. Not infrequently we see statements of ignorance that refer to the returning to China of this one or that, whose aim is believed to be opposition to the present dynasty. These reformers would gladly see the dynasty overthrown, even though, in order to effect this, it may be necessary to deluge China in the blood of her people. It is true, in some cases the editors suppress the names of those to whom they refer, and in their stead insert a square, but still the fact that attention is called thereto is a reminder to the officials to be watchful and so a preventive against their being lulled into a security which at present might be fatal to the Government if they are paid to support. If it is a fact, as some of the papers say, that this one and that is returning to China in order to foment a rebellion, there is yet little hope for them to succeed unless they make their headquarters one of the inland provinces like Kwai-chau, or Yunnan, so as to secure a body of men who are attached to the movement, and who may take a

BIRTH.

Born—On Saturday, 22nd June, at 2, Cameron Villas, Peak, the wife of L. G. Bird, of a Daughter.

MARRIAGE.

FALLOON-CHER—On May 21st, at Pangbourne, C. H. FALLOON to MARY CONSTANCE, daughter of T. E. Cockburn, Deputy Commissioner, I. M. Customs, China.

MEMOS FOR TO-MORROW.

Amusement.
9 p.m.—Performance at City Hall.

Miscellaneous.
Transfer Books of Yangtze Insurance Association, Ltd., close from this date to 23rd June, inclusive.
Goods per *Chingy* not cleared on this date subject to rent.
Goods per *Freuen* undelivered after this date subject to rent.

General Memoranda.

WEDNESDAY, June 26.—
Goods per *Curranahivis* undelivered after this date subject to rent.
Goods per *Gregory Apar* undelivered after 4 p.m. this date will be landed.
Goods per *Namany* undelivered after 4 p.m. on this date will be landed.

THURSDAY, June 27.—
Goods per *Nymen* not cleared at 4 p.m. on this date subject to rent.
Goods per *Pikun* undelivered after this date subject to rent.

FRIDAY, June 28.—
4.30 p.m.—Meeting of Yangtze Insurance Association, Ltd., at Head Office, Shanghai.
Goods per *Hongshu* undelivered after noon this date subject to rent.

SATURDAY, June 29.—
Noon—Meeting of the National Bank of China, Ltd., at the Bank Premises.
2.30 p.m.—Auction of Household Furniture, &c., at No. 57, Caine Road.
Goods per *Cope* undelivered after this date subject to rent.

MONDAY, July 1.—
Goods per *Emet-Simon* undelivered after this date will be subject to rent and landing charges.

The China Mail.

HONGKONG, MONDAY, JUNE 24, 1907.

THE CURRENCY ONCE MORE.

An observation made in relation to the currency question at last Thursday's meeting of the Legislative Council is deserving of more than passing notice. While emphasising the fact that the financial condition of the Colony precluded the large expenditure which would be required if compensation were granted to property owners as is done at home under the Public Health Act of 1875, H. E. the Officer Administering the Government is reported to have said: "We have our currency in very deplorable condition; not, I submit, through the fault of the Government, but through a combination of various circumstances." With the statement that our currency is in a deplorable condition everyone will cordially agree. But the affirmation that the Government is not to blame, in the absence of evidence in support of the assertion, which has certainly never been forthcoming hitherto, will be received by the community with scepticism. Undoubtedly the action of the Chinese provincial mints in turning out an excessive amount of debased subsidiary coins has had some influence on the situation. That much must be admitted. But it is, and always was, within the power of the Hongkong Government to absolutely shut out alien coin. Other Governments which have been in similar difficulties have succeeded in shutting the door against the debased coinage of other places and keeping it closed. They possessed no wider powers than our Government but they were sufficiently alive to the public interest to grapple with the difficulty boldly. Again, the Government of Hongkong was guilty of a tactical error in putting into circulation a quantity of subsidiary coin much greater than the requirements of the Colony justified. We are aware that the defence has been made that it was upon the advice of leading members of the banking and commercial community that so much coinage was issued. But this does not excuse the Government. Where the power is must the responsibility rest. The Government had facilities for learning the actual requirements. If it was in doubt it could have appointed a Commission to gather all the available evidence and have acted upon its report. To disavow responsibility because the evidence upon which it acted was inaccurate will convince no one that Government is not responsible. It is

AGENTS:
LONDON:—F. ALLEN, 11 & 12, Clement's Lane, Lombard Street, E.C. 3, CLARETS, 30 & 31, Pall Mall, S.W. 1, G. G. STANLEY & Co., Ltd., 30, Cornhill, E.C. 4, GORDON & GORRE, 15 St. Bride St., E.C. 4, BATES, HENDY & Co., 51, Cannon Street, E.C. 4, WILKES, Ltd., 151, Cannon Street, E.C. 4, ROBERT WATSON, 100, Fleet Street, E.C. 4, MITCHELL & Co., 89, Strand, W.C. 2, Whitefriars St., E.C. 4, MATTHEW & O'NEILL, Ltd., 10, 11, 12 New Bridge St., E.C. 4, MITCHELL & Co., 22, Gresham St., E.C. 4, W. V.

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BY TELEGRAPH.

SHANGHAI AND OPIUM.

Extraordinary Precautions.

(From Our Correspondent.)

SHANGHAI, June 24.

Extraordinary precautions were taken by the native authorities to prevent trouble owing to the closing of the opium shops on Saturday night. Two Chinese cruisers were anchored off the Chinese Bund to protect the opium hulks, and extra troops were drafted from Woosung.

Soldiers, native volunteers and police patrolled the city.

All was quiet and apparently the closing has been effective.

AN ARBITRATION CASE.

Submitted to the Supreme Court.

An action arising out of an arbitration case was commenced in the Supreme Court this morning, before His Lordship the Chief Justice (Sir Francis Pigott), the parties being:—The executor and executors of Choy Chai (deceased) and Tsang King.

Mr. M. W. Slade (instructed by Mr. H. H. Hastings) appeared for Choy Chai, and Mr. Henry Berkeley, K.C. (instructed by Mr. H. H. Hastings) appeared for Tsang King. It was set forth that Tsang King had failed to complete certain works by the dates mentioned and had been paid a larger sum than was due, which it was claimed should be refunded. The engineer of the works (Mr. W. Danby, M. I. C. E.) was satisfied that there had been unnecessary delay and that damages had been sustained by the executor of Choy Chai. Tsang King contended that he had not been paid enough.

A KANAKA WAR DANCE.

The residents of Kowloon Docks were entertained by a Kanaka War Dance on Friday evening, which took place on the lawn tennis courts, the performers being the crew of the N. D. L. steamer Sumatra, now on the slips at the docks. A correspondent writes as follows:—The Sumatra is a pretty little vessel, which trades in the South Sea Islands, and her crew consisted of some thirty lusty Kanaka savages, who are only yet in the aurelia horrid cannibalistic and corollary horrors with civilization. A chat with the skipper (Captain Nandu) is a full story of interesting, for he has a full store of knowledge regarding the habits and ways of the Kanakas. He has been in command of vessels in the South Seas for years. When he was paid a visit the Sumatra was pulled high on the slip, and her crew, well-dressed, with black skin and wavy crowns, stood on the gangway giving with surprise and perhaps fear interest at the marvels of machinery, which to them must have been almost unearthly. And well they might look scared, so far away from their native villages, and trusting wholly to their white commander that they would not be delivered up for a feast as most probably would have been the lot of any white strangers to their islands some time ago.

For a few pointed toys or beads they leave their homes for the plantations, and when there is a death of toys, they are paid in gold or silver. Apparently they have no use for coins, for sailors landing at the islands have been given sovereigns for a few cakes of black tobacco, and the possession of toys and trinkets alone makes them wealthy in their own islands. It is a matter for surprise how quickly the natives pick up sufficient English to get along, and it is the only language spoken by traders to the islands, and therefore they soon master enough of it for their purposes.

Misses Daxter and Monies prevailed upon Captain Nandu to allow a series of war and other dances to be given by his crew and at 9 p.m. there were a large number of spectators present. As the Kanakas marched in, armed with terrific spears, those nearest the front edged away slightly. Little youngsters who had been clamorous for the dance grew silent, and little Jackie, of Aberdeen, who had given up peace to his parents, until he had been promised the treat, bolted for security near mother's side.

It would be difficult to describe the scene that followed. A few whispered words from the captain into the ear of the chief and a fantastic dance, accompanied with songs and incantations followed. The stories of Ballantyne, Kingston, Stevenson and Louis Beale were naturally recalled by this realistic scene. The stealthy cat-like approach of the spear-armed savages, the wild whoop as he sprang with poised spear upon his foe, the terrible dance of death and the awful man-eating feast, had to be left to imagination, but sufficient illustration had been given to re-awaken the interest we felt when reading our favorite authors in boyhood days.

When the corroboree was at its height Messrs Daxter and Monies, at an invitation from Captain Nandu, poured aerated waters over the heads of the dancers, who seemed to enjoy the attention, and then the entertainment closed, refreshments being provided for the Sumatra's crew.

LINGERING COLDS.

THE longer a cold hangs on, the more it weakens the system. Do not run the risk of an attack of pneumonia by neglecting it. Chamberlain's Cough Remedy will cure your cold and all danger from this disease will be avoided. For sale by all chemists and storekeepers.

CANTON-HANKOW RAILWAY.

Straits Millionaire Acts as Mediator.

The trouble in connection with the Canton-Hankow Railway, over which certain sections of the shareholders in Hongkong and Canton have been in conflict during the past year, and which was responsible to a certain extent for the removal of His Excellency Shau Chun Hsen, now re-appointed substantive Viceroy of Canton, is according to the latest information to be solved very shortly. Mr. Wu Tse Chun, a Straits millionaire, who was instrumental in underwriting a large number of shares when the subscription list was out for the first call of capital, has come up and now stays in this Colony awaiting the arrival of His Excellency the Viceroy.

We understand that Mr. Wu has the Viceroy's instructions to settle existing trouble in the most amicable manner so as to leave nothing unsatisfactory on either side.

It appears that His Excellency has no desire to allow the unsatisfied shareholders to continue their conflict which is detrimental to the early completion of the line, and that he has decided to resort to lenient measures, and he will do so on arrival.

In view of the importance of the work with which Mr. Wu Tse Chun is being connected, a representative of the "China Mail" called on him, on Saturday. The Straits gentleman, who is about 40 years of age, is very conversant with local matters and explained that he did come up in connection with the Canton-Hankow Railway. He said that he had not received a cable from His Excellency the Viceroy requesting him to stay, he would have been down in the Straits again. His scheme was to start a Railway Bank with the Capital which, when paid up, would represent \$400,000,000. He said that the delay in carrying out the work was due to the unsatisfactory way in which the Company's funds were being deposited, but with a Bank of its own, and with work proceeding smoothly, he did not expect further delay or trouble in the forthcoming of the remaining unpaid capital. In view of the Viceroy's Memorial to the Throne for a loan of \$100,000,000 for the development of Canton, our Straits gentleman observed that it would be worth the Company's while to lend the money out of the Company's funds in return for the Government's sanction to the Railway Bank to issue notes to the extent of \$500,000,000. Still he said it was not certain what he intended doing until the arrival of the Viceroy. Mr. Wu, we understand, is relatively connected with China's multi-millionaire, the late Mr. Chang Kwai, who built up his millions in the mining business. If a free hand is given to Mr. Wu, we trust that things might be amicably settled.

RANGOON SHOOTING ACCIDENT.

Major Vaughan, Cantonment Magistrate at Rangoon, on May 27, passed orders in connection with the enquiry held by him into the shooting by Private Braddon, Davon B. Giffen, of M. G. K. and his infant daughter, Ma Glee, on May 19, in Buhai village, Rangoon. His Worship said:—M. G. K. said that he was sitting in the verandah of his house when he was hit on chest, hand and right leg by some shot, and his little daughter was hit at the same time. Evidence of the headmen of the village and other witnesses went to show that Private Braddon, who had been detailed by the Cantonment Committee to shoot stray dogs, fired at the dog which was climbing the bank to the west (complaints of the house being to the south), and some of the shot must have glanced off the bank and then hit the complainant. Report was at once made to the police, who sent the man and child to hospital. The affair was apparently the result of an accident. Some three hundred dogs had already been despatched without any outward event, which would show that reasonable care had been taken.

At the same time the Magistrate said he had ordered the dog shooting to be discontinued and recommended that the Cantonment Committee should give the complainant some compensation. The complainant was ordered to appear the next Monday for the payment of compensation in addition to Rupees 10 already paid him.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—On the 24th at 12.05 p.m.—The barometer has fallen moderately over Formosa, the Loocheos and Japan, and a slight fall has occurred over the Philippines and S. China. The low pressure trough still lies over the N. part of the China Sea probably in about 19° Lat. A depression may be forming in the trough in the neighbourhood of the Baitang Channel.

Disturbed weather will continue to prevail over the China Sea, and strong N.E. winds may be expected in the Formosa Channel and along the Northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day 0.03 inches. Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.

1.—Hongkong and Neighbourhood: E. and N.E. winds, fresh or strong; squally, showery.

2.—Formosa Channel: N.E. winds, strong.

3.—South coast of China between Hongkong and Lamook: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: Same as No. 1.

A YARN CONTRACT.

Appeal on an Endorsement.

In the Supreme Court this morning before the Full Court (His Lordship Sir Francis Pigott, Chief Justice, and His Honour Mr. A. G. Wise, Puisne Judge, being on the Bench) the appeal of the Yue Wing firm against the decision given by the Chief Justice in Chambers in favour of Messrs David Sassoon and Company was concluded.

Sir Henry Berkeley, K.C. (instructed by Mr. F. X. d'Almeida & Castro) appeared for the appellants (the Yue Wing) and Mr. M. W. Slade (instructed by Mr. D. V. Stevenson) appeared for respondents (David Sassoon and Co.).

The claim by Messrs David Sassoon and Co., was for \$40, balance of account; \$2,005, difference between contract price of yarn and price realised by auction; and \$420, auctioneer's charges; total \$2,891.

The Chief Justice.—The following is the definition of liquidated damages given in the new Encyclopedia (Vol. IV, page 102): "Whenever the amount to which the plaintiff is entitled can be ascertained by calculation or fixed by any scale of charges or any positive data, it is said to be liquidated, or made clear. But when the amount to be recovered depends on all the circumstances of the case and on the conduct of the parties, and is fixed by opinion or by estimate, the damages are said to be unliquidated." No authority is cited for this proposition, but it seems to me to be very sound law. I acted in the present case on the following variant, which clearly comes within it:—Where the amount to which the plaintiff is entitled is capable of being assessed by a well-known principle of law then the damages are liquidated. With the exception of the above quotation from the Encyclopedia I have not been able to find any other attempt to analyse the real meaning of the phrase "liquidated demand"; but there is one which explains the difference between liquidated damages and penalty, which has certainly some affinity with the present question. It is to be found in the Public Works Commission v. Hills (1900 A.C. at page 375) where it is said that a sum specified in the contract is liquidated damages and not a penalty when it is of genuine pre-estimate of the creditor's probable or possible interest in the due performance of the principal obligation. The damages are liquidated because the genuine pre-estimate of their amount. So it may reasonably be said that if the amount of the demand to be inserted in the particulars of the writ can be pre-estimated in a genuine manner on an acknowledged principle of law then it is liquidated and may form the particulars of claim on a specially endorsed writ. Convenience is certainly in favour of this explanation of the term: The defendant is given at once the fullest particulars of the claim made against him. He is not put at any disadvantage for if he contests either the amount of the claim or the principle of law on which it is assessed he will get leave to defend. The case is absolutely different from a claim for damages for breach of a contract which have to be assessed by a jury or the judge. Test the matter by two simple methods. If an application were made to set the case down for hearing before a judge with a jury on the ground that the damages required assessing by a jury of commercial men the application would be refused because the only question is one of law and if the law is right the assessment is already made. Again, supposing the writ not to have been specially endorsed and the defendant not appearing the case was tried in Court ex parte. The claim would be formulated as it is formulated in the particulars of claim the amount being supported by vouchers. As to this latter illustration I think it advisable to allude to a point of practice in connection with signing judgment on specially endorsed writs in default of appearance, which has occasioned me some trouble. At Home, I believe, signing judgment in these circumstances is a matter of form. But I have introduced a practice here of always requiring the documents, whether promissory notes or mortgages, or whatever they may be, on which the claim is founded to be produced. I have on one or two occasions refused the application because it is in bad law. I can find no authority for this action in the English practice books; but it is a good one in the opinion of the Puisne Judge and myself and we take this opportunity of confirming the practice in the Full Court. Applied to such a case as the present it would require the production of the vouchers before the Registrar, before judgment is signed. I am glad that this question has been raised in the way it has been, as it has enabled me to consider carefully the reasons for the order I made on this summons in Chambers, where one is obliged often to work more by instinct than on definite principles, if these are not immediately available. I regret that the Court should not be agreed upon a question of practice but though I cannot pretend that the point is clear I do not in any way see my way to alter the opinion I had formed. The plaintiff was right to issue a specially endorsed writ, the principle I have laid down being applicable to all the several items of his claim. These are:—(a) for balance of account; (b) for damages for non-acceptance of goods estimated on the difference between the actual price in the contract and the price they fetched upon the market when sold; (c) for auctioneer's charges properly incurred in connection with the sale.

The defendant was within his rights in raising the initial question of law whether the claim was properly the subject of a specially endorsed writ. This being decided against him the order I originally made stands, and he may if he thinks fit file affidavits in order to obtain leave to defend. I have not referred to *Humanae r. Mesquita* (1 Q. B. D. page 410) because it was one of the early decisions on Order XIV, and it seems to me to go against lengths. But it was a decision of Cockburn C.J. and it is still quoted as an authority in the White Book. This claim was on a quantum meruit and although the point was not specially argued, because it was apparently not specially taken, the writ was specially endorsed and the case argued on it. The decision supports the proposition in the White Book that a claim for reasonable remuneration not expressly fixed by contract may be specially endorsed as a debt or liquidated demand.

The Puisne Judge did not find himself in accord with the Chief Justice, because in his opinion two of the three items (the second and third) on the writ did not justify the summary judgment.

The Chief Justice.—The appeal is dismissed with costs.

Sir Henry asked for a stay of execution for a fortnight. The money had been paid into Court, but he wanted to consider the position.

The application was granted.

A SALVAGE CASE.

Judgment for £1500.

In the Supreme Court this morning His Lordship Sir Francis Pigott (Chief Justice) gave judgment in the claim for towage preferred by the Hamburg America Line and the master and crew of the Angonia against the China Navigation Company, owners of the Hupeli, her cargo and freight.

Mr. M. W. Slade (instructed by Mr. G. Hastings) represented the plaintiffs and the Hon. Mr. H. E. Pollock, K.C. (instructed by Mr. H. G. C. Bailey) for the defendants.

In the course of his judgment the Chief Justice said that in the opinion of the Assessor (the Hon. Mr. E. A. Hewett) the Hupeli was in a position of peril while at anchor. Had the monsoon increased and had anything happened to her chains and anchors she would have been in very great peril. After reviewing the circumstances of the tow the Chief Justice found for the Angonia in the sum of £1500, expenses and costs. The expenses were placed at:—Coal, \$900, Telegrams, \$775, overtime \$90, and one day's charter \$600. Of the £1500 the master was to receive £250 and the crew £300. The chief officer and deck officers to count with the chief engineer and officers below in respect to the pro rata distribution of the £300.

COMMERCIAL INTERESTS IN MANCHURIA.

"The Times" Peking correspondent sends the following statement regarding pending questions with Japan:—

Englishmen in China are following with much satisfaction the national welcome accorded to Prince Fushimi, hoping that the visit may lead to a friendly settlement of questions affecting seriously the commercial interests of British merchants in the Far East. The Japanese negotiation in practice of the policy of the open door and of equal opportunity in Manchuria, especially at Antungshien, and the Japanese reluctance to enter into an agreement with England for the mutual protection of trade marks in China are tending to cause misunderstanding.

With the utmost patience Englishmen have for months been awaiting a settlement of the Customs question at Danyu. Apart from the loss of revenue to China, in which all the powers are interested, British merchants at Newchwang have been suffering from a grievous handicap. Goods entering Manchuria via Danyu pay duty; they are mainly of Japanese origin and are exclusively handled by Japanese. Goods entering Manchuria via Newchwang pay full duty. The great distributing centre in Manchuria is Kwang-cheng-tea, which is distant from Danyu 465 miles and from Newchwang 330 miles. It is reached from both ports by the same Japanese-owned Manchuria Railway, but owing to the preferential tariff instituted by Japan in favour of Danyu the freight on the shorter haul from Newchwang is 5s. a ton greater than that by the longer haul from Danyu. Official statistics show that during 1906 Japan exported to Manchuria merchandise of the value of £2,691,141, yet only £233,840 entered Newchwang and paid duty.

A still more important question requiring settlement between the two countries is the protection of trade marks. Every English observer knows that Japanese trade in China consists largely of Japanese imitations, both undesignated and colourable. The trade is assuming the dimensions of a great national industry. China is being swamped with Japanese imitations, and there is no redress. England has signed with Russia, Germany, France, and other Powers agreements for the reciprocal protection of trade marks in China, but Japan is unwilling to join, desiring that China should first undertake the registration of trade marks, though it is Japanese infringements and counterfeits that we fear, not Chinese. The misgiving among English and other foreign merchants who remember what happened in Japan is widespread that Japan, claiming priority of application, intends to register wholesale in China British and other trade marks as Japanese trade marks. We think it essential that an agreement between England and Japan, similar to that between England and other countries should precede the registration of foreign trade marks in China.

The question of copyright also requires adjustment. Englishmen are somewhat discouraged to find that English text-books photocopied in Tokyo, and purporting for example, to be published by a well-known firm in Edinburgh, are being used in Peking University. These questions by remaining open, tend to impair good feeling between the two peoples.

CHINA ASSOCIATION.

Sir Frederick Lugard and His New Post.

Sir Frederick Lugard, the highly appointed Governor of Hongkong, was last night the principal guest of the evening of the China Association at the Hotel Metropole, says the "Standard" of May 24. Mr. R. S. Gundry was in the chair, and among those present were Sir Claude Macdonald, Sir Matthew Nathan, Sir Cecil C. Smith, Admiral Sir Archibald Douglas, Sir James Mackay, Sir Eric Barrington, Sir Alfred Bateman, Sir Francis Fleming, Sir George Mackenzie, Sir Frank Swettenham, Sir Alfred Dent, Sir William Teuchner, Rear-Admiral Sir F. Powell, Sir Thomas Sutherland, Sir George Armstrong, General Sir J. B. Edwards, Sir Patrick Manson, Sir John Cunningham, and Major E. T. Lugard.

Sir Thomas Jackson proposed the toast of the Imperial Forces, and Admiral Sir Archibald Douglas and General Sir J. B. Edwards responded. Sir A. Douglas remarked that the Navy was sometimes alluded to as the first line of defence. That term was a good one, and yet the Navy had its functions in peace time—to safeguard our trade, and to carry the King's name to all parts of the world. The Army, on the other hand, was only fully alive in time of war.

Sir J. B. Edwards said that the Army had been thrown once more into the melting pot, and what would come out no man could say—it looked as if nothing would come out.

The chairman proposed the health of the guest of the evening, and Sir Frederick Lugard, in responding, said that it was good to realize that the time had passed when a Governor was always at odds with all that represented progress. He had not much to say as a Governor-designate, and it was to Sir Matthew Nathan that they must look for information, for he had just returned from a successful period of service. He himself had left Africa with considerable regret, for his work there was of an extraordinarily interesting nature—the laying of the foundations of British administration. The problems of the Far East were of absorbing interest, and were likely to grow in interest in the next few years from such causes as the opening of the Panama Canal. He was well aware that the interests committed to his charge were largely commercial interests, and it was to bodies like the China Association that he would have to look for help.

Sir Cecil C. Smith proposed "The Guests," and Sir Claude Macdonald and Sir Matthew Nathan responded.

SAN FRANCISCO OUTRAGES.

Japanese Indignation.

A Tokyo message to the "Mainichi" states that the following telegraphic enquiry from America—presumably from a newspaper—has been received there:—Viscount Aoki, the Japanese Ambassador at Washington, states that the resolution passed by the Kosei Honto regarding the San Francisco trouble does not in the least express the opinion of the Japanese public. The Party being without influence in Japan. He also says that Count Okuma ordinarily takes an exaggerated view of things and is accustomed to put forward impracticable ideas. If you will kindly inform us what is really the Japanese attitude toward the difficulty, we shall be much obliged. In view of the statements attributed to Viscount Aoki in this message, the representative of the "Mainichi" yesterday called on Count Okuma, when the Count made a statement to the following effect:—"My telegram to the 'New York' World appears to have made some impression on the situation, and if both high and low. It is said that I took exaggerated views of things, but I firmly believe that my recent statement is in conformity with reason and humanity, and that in Europe it will not be regarded as a mistaken opinion. President Roosevelt, who has expressed his sympathy for the Japanese position, and his willingness to Congress regarding the segregation question, would surely not oppose my views. If the Americans take exception to my words, their civilization must be open to doubt. In some quarters it is said that the Federal Government is not to blame, the trouble being a local question. Such a view cannot be taken in diplomatic affairs. It is with the American Government alone that Japan can negotiate for the upholding of her privileges. How, then, can it be possible for the Japanese Government to ignore its responsibility? Moreover, if Japan is to endure what is unendurable for fear that peace may be broken if America is held strictly to account, how can the prestige of 'Bushu' be maintained? From the first the Japanese have been an inflexible nation, and if the authorities concerned continue to commit faults one after another there may be a spontaneous explosion, which might perhaps lead to unfortunate results, even a war. It is consequently the duty of the Government to ask the American authorities to reconsider the situation in a reasonable spirit for the purpose of preventing any risk of war. How can the question be solved? It is not merely a matter of the segregation question, the immigration treaty, and the present disturbances. The entire problem must be so solved as to secure that the Japanese shall be treated on an equality with the Europeans. Once this is done all the other difficulties will disappear. By the appointment of an Ambassador to Japan, America has recognised the latter as a great and powerful country. Why, then, does she not treat Japan as if she were the people of such a country? As it is, she treats them as an inferior nation of some inferior country. Such conduct is not compatible with international friendship. Japan is therefore fully entitled to ask America to change her attitude. America being a country which listens to the public voice, we must send our public voice to the other side of the Pacific in order to prevent a repetition of improper treatment of our people. In despatching a reply to the cable sent to me by the 'New York World,' I made known the voice of the Japanese public to America, my desire being to prevent any great misfortune from taking place."

Count Iwakura is reported by the "Asahi" to have made a statement in which he denounced the American treatment of Japan in very strong terms. The American case, he declared, was ignoring the rights of humanity and the privileges granted to mankind by Heaven, and they would have nothing to complain of if Japan demanded a change of attitude in the same manner that Commodore Perry, in old days, compelled Japan to give up her obstinate policy of exclusion.



\$5000 REWARD.

THE above REWARD will be paid to any Person or Persons giving such information as will lead to the discovery—dead or alive—of HUGH McILRATH, of Sydney, Australia, who disappeared from Hongkong on 15th November, 1906. Description: 5 ft. 11 ins. high; Slight build; Fair hair and moustache; slight paralysis one side of the face. When last seen, on 15th November, 1906, stated he was going to Canton that evening. Address any information to "CHINA MAIL" OFFICE, Hongkong, May 6, 1907.

JAPAN AND AMERICA.

The business relations between Japan and America do not appear to have been affected much by the California disputes. According to a Seattle journal, writing over a month ago, when the trouble was most serious, trade was in a splendid condition. The excerpt reads:—"America's industrial invasion of the Far East is now in full swing and Japan is pouring a golden stream into the United States for steel rails, cars and locomotives. Twelve million dollars already have been expended in this country for railroad supplies to be used in the construction of the South Manchurian railroad and it is now learned that contracts involving millions of dollars are pending."

Deliveries of rails are being made, and for the next three months steamships chartered by Japan will ply across the Pacific leaving cargoes of iron. Thousands of dollars have been spent in premiums to our manufacturers for quick delivery, for the Japanese insist that these railroads must be built and in full operation within two years.

Japan's representatives were told to go ahead and get the railroad supplies at all costs. Having broken one record last February, when they purchased 50,000 tons of steel rails at the Carnegie mills for \$238.80 (Gold) they proceeded to break another and bought 15,000 tons of rails for \$240 a ton, with the stipulation that the delivery must begin next month.

Steel rail mills have all the orders they can attend to until late in the fall, but the Japanese agents said they must have the rails and placed their order, though they paid the highest export price in many years. One car company received an order for a thousand freight car trucks the bodies of which will be built in Danyu. Over \$2,000,000 (Gold) have been spent with American locomotive builders and almost every steamship from Pacific ports has one or more locomotives stored in its hold. Over 200 locomotives have been sold to the South Manchurian railroad. Japanese agents here indicate that \$5,000,000 (Gold) will have to be spent for rails in this country before the railroad in Manchuria is completed.

WASHINGTON, June 18. The negotiations between Japan and the United States over the settlements of the assaults upon Japanese citizens and the destruction of their property in San Francisco and Berkeley, California, are practically at a standstill.

A change has come over the face of affairs which indicates an aggressive stand by Japan. The alleged intention of Japan to withdraw Ambassador Viscount Aoki and substitute Baron Kamekura at the demand of the Progressive party of Japan and the Japanese resident on the Pacific coast is not taken as favourable to American interests. Aoki seems to have a clear understanding of the matters involved, and his withdrawal at this time, if true, would be an ominous sign.

Japan, it is said, makes certain demands which cannot be acceded to by America. What these demands are cannot be ascertained at the State Department. The general belief is that the matter is at a critical stage.

Views of Japanese Political Parties.

Tokyo, June 18.

The Daido Club, which comprises representatives of the former Cabinet, has passed a resolution to the effect that the traditional friendship and co-operation of Japan and America are indispensable for the peace of the Far East. The outrages committed by a section of Americans on the Pacific Coast are in defiance of law and are undoubtedly regarded as a disgrace by the President and by Americans who take their stand on principles of justice and humanity. At the same time the resolution expresses regret at the Japanese Government's negligence and dilatoriness, and advises a prompt and definite solution. It trusts that the President's impartiality does not betray his party's wishes. The Daido Club's resolution is not hostile to America in the way that the Progressive resolution was, but it does not constitute a vote of confidence in the Government as the Seiyunai resolution did. The majority of Peers are understood to concur with the Daido Club's resolution. "N. C. Daily News."

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THE DUMA.

St. Petersburg, June 18.

The Duma will meet again in the winter. The elections will take place in three months if the country is not too disturbed. The dissolution of the Duma did not cause as violent a demonstration as was expected, but it is suspected that the radicals are maturing their plans for a concerted attack. The public buildings of the capital are guarded by troops and especially the residence of the Czar. A new plot against him has been discovered, or at least affirmed discovered, and a number of arrests made in this connection.

The value of Russian securities throughout Europe was lowered immediately on the news of the dissolution of the parliament, but there has been a slight reaction. Premier Stolypin says there will be no unusual disorders.

"HARAKIRI."

Dreadful Method of Suicide.

Last week we published a cablegram to the effect that Mr. Katano, a well known Tokyo financier, had committed suicide. We learn from the "Japan Herald" that Mr. Katano Shigehisa, was the chief Managing Director of the Tokyo Gas Exchange, and held the posts of Managing Director of the Keihin Electric Tramway Co., and auditor of the Hokkaido Colliery Co. He committed suicide by disemboweling himself with a short sword at his private residence in Inafuku-cho, Kyobashi Ward, Tokyo. It is reported that the deceased gentleman held at one time a responsible post in the Educational Department before he took up a commercial career in 1899. In his new sphere Mr. Katano proved successful, and quickly rose to a prominent position in business circles. It is rumoured that towards October last he gave a large profit in speculation on shares, but with the gradual decline in quotations fortune began to desert him, and he finally lost more than he had gained. Mr. Katano, it is said, also lost money on horse-races. It is, therefore, believed that his rash action was due to financial trouble. An inquest was held by Police-Surgeon Kimura in the presence of Police-Inspector Mitamura, a verdict of self-destruction being returned.

SOMETHING EVERY FAMILY SHOULD KEEP.

MR. L. P. Turner, of Grayville, Natal, has used Chamberlain's Cough Remedy and has been cured of his cold. He writes the manufacturer of this medicine as follows:—"We are never without this remedy in our house and it certainly deserves success as it is worth more than you claim for it. For pain in the stomach, diarrhoea or infantile cholera, this remedy has no equal. It has been used in many serious and dangerous cases and has never been known to fail. For sale by all chemists and storekeepers."

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

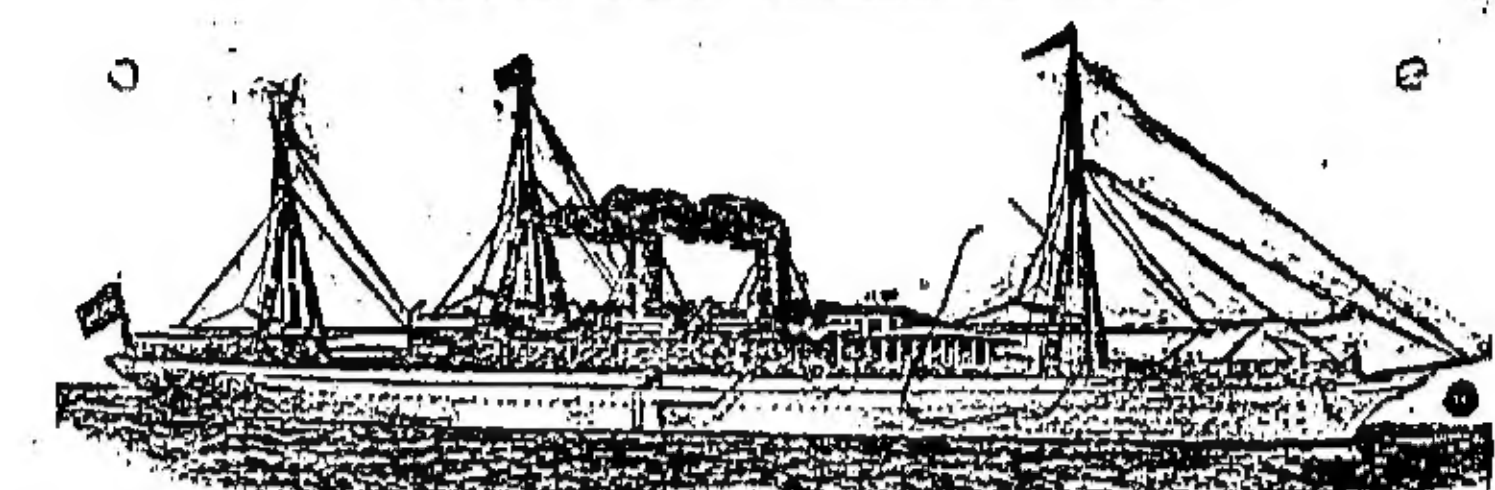
WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	(CHINA) About 27th	Freight and Passengers
MARSHALLS & LONDON	(DEVANHA) Noon, 29th	See Special
SINGAPORE, COLOMBO & BOMBAY	(SOCOTRA) About 29th	Freight only
SHANGHAI, MOJI, KOBE AND YOKOHAMA	(SIMLA) About 5th	Freight and Passengers
LONDON & ANTWERP	(SYRIA) About 17th	Freight and Passengers

P. & O. S. N. Co.'s Office.

E. A. HEWETT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



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PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. EMPRESS OF CHINA	8000 Tons THURSDAY, July 4, 1907, to July 22, 1907
ATHINIAN	3882 Tons WEDNESDAY, July 17, 1907, to Aug. 10, 1907
EMPERESS OF INDIA	8000 Tons THURSDAY, Aug. 1, 1907, to Aug. 19, 1907
MONTEAGLE	6183 Tons WEDNESDAY, Aug. 14, 1907, to Sept. 7, 1907
EMPERESS OF JAPAN	6000 Tons THURSDAY, Aug. 29, 1907, to Sept. 16, 1907
TARTAR	4425 Tons WEDNESDAY, Sept. 11, 1907, to Oct. 5, 1907

THE JULESSA route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA AND VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new postal 'EMPERESS' Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

R.M.S. MONTEAGLE, TARTAR & ATHINIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further Information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. BRADDOCK, General Traffic Agent for China, CORNER PRINCE STREET AND PRINCE, Opposite Biske Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSHALLS, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	HITACHI MARU, Tons 6750, Capt. Wm. Townsend.	WEDNESDAY, 28th June, at Daylight.
	KANAGAWA MARU, Tons 6189, Capt. N. Ohno.	WEDNESDAY, 10th July, at Daylight.

VICTORIA, B.C., AND SEATTLE, WASH., Via SHANGHAI, MOJI, KOBE & YOKOHAMA.	AKI MARU, Tons 6444, Capt. M. Tani.	TUESDAY, 25th June, at Daylight.
	RIJUN MARU, Tons 4866, Capt. G.S. Laprak.	TUESDAY, 9th July, at Daylight.

SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	YAWATA MARU, Tons 3817, Capt. T. Harrison.	FRIDAY, 12th July, at Noon.
GENOA, LONDON, ANTWERP, Via MANILA, SINGAPORE, COLOMBO, SUEZ AND PORT SAID.	NIKKO MARU, Tons 5539, Capt. E.W. Haswell.	FRIDAY, 9th August, at Noon.

BOMBAY, Via SINGAPORE, PENANG, MADRAS AND COLOMBO.	KAGOSHIMA MARU, Tons 4290, Capt. A. Yamashita.	MONDAY, 1st July, p.m.
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KOBE AND YOKOHAMA.	SADO MARU, Tons 6027, Capt. Geo. Anderson.	SATURDAY, 29th June, a.m.
NAGASAKI, KOBE AND YOKOHAMA.	NIKKO MARU, Tons 5539, Capt. E.W. Haswell.	WEDNESDAY, 10th July, at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA

28,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA,' Captain O. F. Austin, On WEDNESDAY, 27th July, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, &c.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

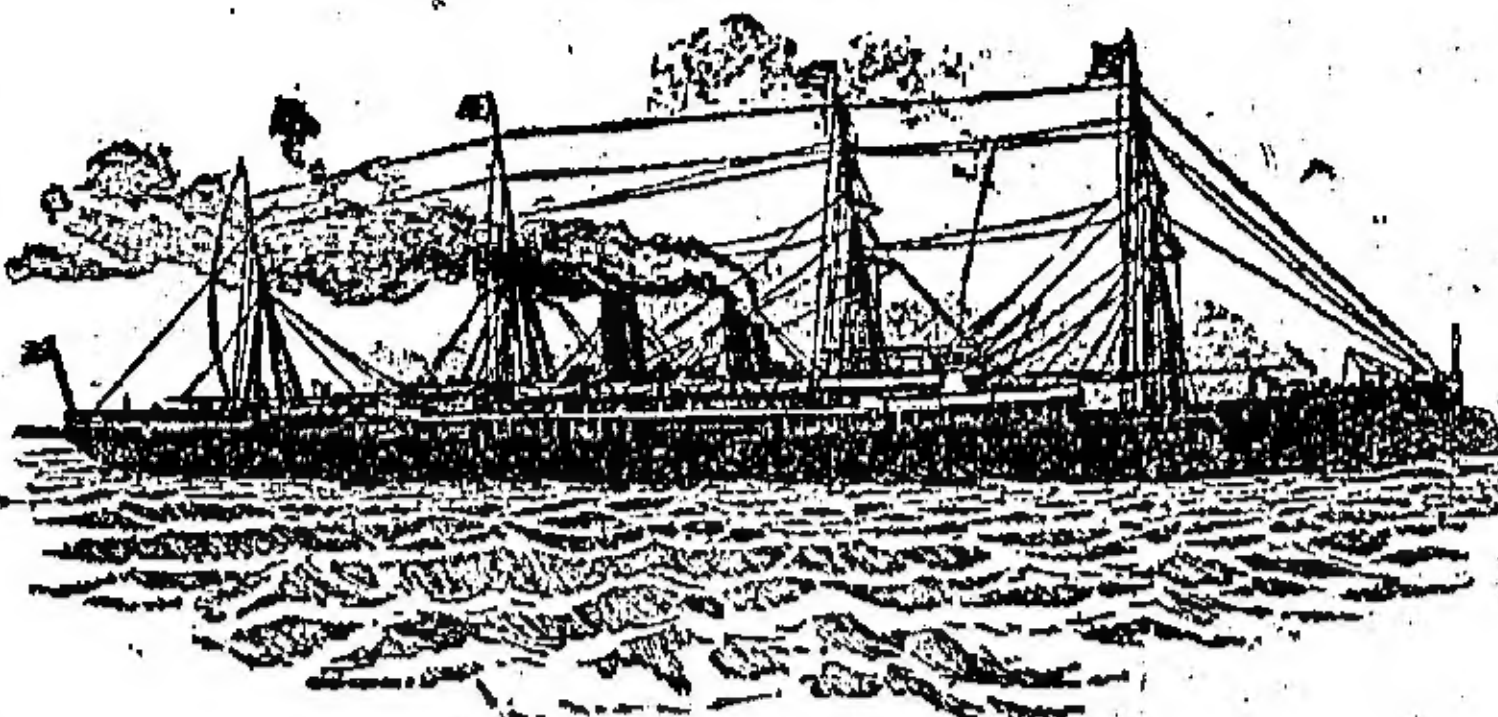
For full information regarding freight or passage apply to NIPPON YUSEN KAISHA, Agents.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE:



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES, 1907.
CHINA	10,200 Tons, TUESDAY, 25th June, at Noon.
MONGOLIA	27,000 Tons, TUESDAY, 2nd July, at Noon.
NIPPON MARU	11,000 Tons, TUESDAY, 9th July, at Noon.
DORIO	8,500 Tons, SATURDAY, 20th July, at Noon.
COPTIC	9,000 Tons, SATURDAY, 27th July, at Noon.
HONGKONG MARU	11,000 Tons, TUESDAY, 6th Aug., at Noon.
KOREA	18,000 Tons, FRIDAY, 18th Aug., at Noon.
AMERICA MARU	11,000 Tons, SATURDAY, 24th Aug., at Noon.
SIBERIA	18,000 Tons, SATURDAY, 31st Aug., at Noon.

RECORD FAST TIMES.
Yokohama to San Francisco, s.s. KOREA, 18,000 tons, September 18-27th 1905; 10 days, 11 hours and 5 minutes.
San Francisco to Honolulu, s.s. SIBERIA, 18,000 tons, August 16th-20th, 1905; 4 days, 19 hours.
San Francisco to Yokohama, s.s. SIBERIA, calling at Midway Islands and Honolulu en route, August 18th-31st, 1905, 13 days, 13 hours.
Yokohama to San Francisco, s.s. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905; 10 days, 10 hours and 29 minutes.

THE P. M. Steamship CHINA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA AND HONOLULU, on TUESDAY, the 25th June, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, SEASIDE, ASTORIA, MOSE, KORE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMERS.	Tons.	CAPTAIN.	TO SAIL ON.
NICOMEDIA	4370	G. MEYER	June 27, at 5 p.m.
NUMANTIA	4371	H. FELDMANN	July 15, at Noon.
ARABIA	4483	MEYERHOF	Aug. 7, at Noon.
ALESIA	5187	JOHN ERNST	Sept. 4, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For freight rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
HOIHOW, PAKHOI & HAIPHONG.	HOIHOW	June 25, at 10 a.m.
HOIHOW AND TIENSHIN.	HOIHOW	June 25, at Noon.
MANILA, NINGPO AND SHANGHAI.	LIAN	June 25, at 4 p.m.
AMOI, NINGPO AND SHANGHAI.	YOHOW	June 27, at 4 p.m.
CEBU & LOLOLO.	SCUBANG	June 28, at 4 p.m.
SWATOW AND SHANGHAI.	KIUKING	June 30, at 9 a.m.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.	CHANGSHA	July 10, at 4 p.m.
YOKOHAMA AND KOBE.	CHINOTU	July 11, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light, Unvalued Table, & duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED JALON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon and Cabin—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Date.
RUBI	2540	R. W. Almond	Manila	Saturday, June 29, at Noon.
ZAFIRO	2540	A. Fraser	Manila	Saturday, July 6, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL. (WITH LIBERTY TO CALL AT THE MALABAR COAST.)

TO SAIL

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
SINGAPORE, PENANG AND CALCUTTA.	LAISANG	TUESDAY, June 26, at 3 p.m.
MANILA	YUENSANG	FRIDAY, June 28, at 4 p.m.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st-Class Single	\$ 65	Return, 130
Penang	" 55	" 110
Calcutta	" 165	" 290

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chafco, Tientsin, Newchwang, and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN.	ROON, Capt. G. Meiners.	WEDNESDAY, 3rd July, at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.	PRINZ LUDWIG, Capt. v. Binzer.	About WEDNESDAY, 3rd July.
MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE.	MANILA, Capt. Minsson.	THURSDAY, 18th July, at Noon.
KUDAT AND SANDAKAN.	BORNEO, Capt. F. Semblil.	SATURDAY, 28th July, at 9 a.m.

For further Particulars, apply to

Norddeutscher Lloyd, MELCHERS & CO., General Agents, Hongkong & China.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at Malabar Coast.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS. TO SAIL 1907.

FOR NEW YORK.

BRAEMAR, 2nd July.

FOR BOSTON & NEW YORK.

SAINT PATRICK, 6th July.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

111

MESSAGERIE S MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SINGAPORE, SINGAPORE, E. ATA.

VIA, COLOMBO, CALUTTA.

BOMBAY, ADEN, DUE.

EGYPT, MARSEILLE, LES.

LONDON, HAVRE, BORDEAUX, M.

TERRANES and Black Sea Ports.

THE Steamship

AUSTRALIAN.

Captain VERNON, will be despatched

MARSHALLS on TUESDAY, the

June 1907, at 1 p.m.

This Steamship connects at Colombo

the Australian line s.s. 'Yara' and

MARSHALLS, via BOMBAY and

Passage Tickets and through B

Lading issued for above ports.

Cargo also booked for principal pl

Europe.

Next Sailings will be as follows:-

S.S. SYDNEY.....July 8, 1907.

S.S. KENNET SMITH.....July 23, 1907.

S.S. TONKIN.....Aug. 6, 1907.

S.S. SALAZAR.....Aug. 20, 1907.

S.S. POLYMER.....Sept. 3, 1907.

S.S. TOURANE.....Sept. 17, 1907.

G. DE CHAMPEAU, Agent.

Hongkong, June 11, 1907.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED

FOR SYDNEY AND MELBOURNE

(Calling at Port Darwin and Q

LAND PORTS, and taking through

Cargo to ADELPHI, NEW

Zealand, Tasmania, &c.)

THE Steamship

ALDENHAM,

Captain HOOD will be despatched

above on SATURDAY, the 29th

at Noon.

This Steamship is specially fitted for

passengers, and has a Refrigerating Cha

which ensures the supply of Fresh I

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOI & FOOCOW.

THE Company's Steamship

HAIOHING,

Captain A. E. HONOR, will be despatched

for the above Ports on TUESDAY, the

25th June, at Noon.

For Freight or Passage, apply to

DOUGLAS, LARRAIK & Co.,

General Managers,

Hongkong, June 21, 1907. 1044

Dentistry.

Dr M. H. CHAUN,

THE Latest Method of the AMERICAN

SYSTEM of DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania,

U.S.A. 1896

DR. HARRY FONG,

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved

Appliances.

61, QUEEN'S ROAD CENTRAL.

1899

S. I. EN TING,

Surgeon Dentist,

No. 14, D'AGUIAR STREET.

TERMS VERY MODERATE

Consultation Free. 26

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MONDAY, JUNE 24, 1907.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to Colombo	Leave Hongkong	Connecting Steamers from Colombo to Marseilles & London	Due at Marseilles (Brindisi 2 days earlier)	Due at Plymouth (London 1 day later)
DEVANHA-8000	June 29	through steamer	July 27	Aug. 3
CELEA-8000	July 13	MOULTAN-8000	Aug. 10	Aug. 17
DELHI-8000	July 27	MAEDONIA-10500	Aug. 26	Sept. 1
ARCADIA-7000	Aug. 10	HIMALAYA-7000	Sept. 8	Sept. 15
MAEDONIA-10500	Aug. 24	MOLDAVIA-8000	Sept. 22	Sept. 29
MALTA-8000	Sept. 7	INDIA-8000	Oct. 6	Oct. 13
CELEA-8000	Sept. 21	MONGOLIA-8000	Oct. 20	Oct. 27
DELHI-8000	Oct. 5	VICTORIA-7000	Nov. 3	Nov. 9
ARCADIA-7000	Oct. 19	BRITANNIA-7000	Nov. 16	Nov. 23
CELEA-8000	Nov. 2	MOULTAN-8000	Nov. 30	Dec. 7
DELHI-8000	Nov. 16	CHINA-8000	Dec. 14	Dec. 21
ARCADIA-7000	Nov. 30	HIMALAYA-7000	Dec. 28	Jan. 4

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.
In addition to the above Mail Steamers the following:-

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON.

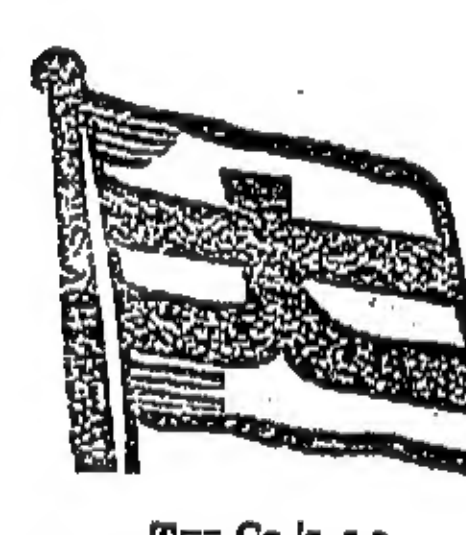
CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMER	TONNAGE	Leave Hongkong	Due at London
* SYRIA-7000	July	17	Sept. 2
* NYANZA-7000	July	31	Sept. 16
* BUNIA-6000	Aug.	14	Sept. 30
* BUNIA-6000	Aug.	28	Oct. 14
* CEYLON-4000	Sept.	11	Oct. 28
* MANILA-4000	Oct.	2	Nov. 16
* BORNEO-4300	Nov.	6	Dec. 23
* NORA-7000	Dec.	4	Jan. (1908) 20

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
* Carries 1st and 2nd Saloon Passengers. * Carries only First Saloon Passengers.

For further particulars, Apply to
E. A. HEWETT,
Superintendent.

4221



OSAKA SHOSEN KAISHA.
REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.
PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

* SHOSHU MARU, Capt. M. Nishio,	SHANGHAI, Via SWATOW, AMOY AND FOOCHEW,	TUESDAY, 25th June, at 10 a.m.
* JOSHIN MARU, Capt. H. S. Smith,	TAMSUI, Via SWATOW AND AMOY.	SUNDAY, 30th June, at 10 a.m.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships. Unrestricted Table.

* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1 Queen's Buildings.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
SHAWMUT	8608	E. V. Roberts	About Aug. 7
TRENTON	8608	T. W. Garlick	About Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
COURTESY. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The Twin-screw s.s. Shawmut and Trenton are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, Apply to

Dodwell & Co., Limited,
GENERAL AGENTS,
QUEEN'S BUILDINGS.

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY'S
STEAMER NYANZA.

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above
named Vessel are hereby informed
that their Goods are being landed
and placed at their risk in the Godowns
of the Hongkong and Kowloon Wharf
and Godown Company, Limited, at
Kowloon, where each consignment
will be sorted out mark by mark, and
delivered on Mark as by Mark, and
delivery can be obtained as soon as the
Goods are landed.

Optional Cargo will be landed here
unless instructions are given to the contrary
before 6 Hours.

Goods not cleared by the 25th June,
at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by
me in any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Con-
signee's and Co.'s representative at an
appointed hour. All claims must be pre-
sented within ten days of the steamer's
arrival here, after which date they cannot
be recognised. No claims will be admitted
after the goods have left the Godowns.

R. A. HEWETT,
Superintendent.

Hongkong, June 20, 1907. 1041

'SHIRE' LINE OF STEAMERS.

FROM MIDDLESBRO, LONDON,
ANTWERP & STRAITS.

NOTICE TO CONSIGNEES.

THE Steamship

CARNARVONSHIRE,

Captain JACKSON, having arrived from
the above Ports, Consignees of Cargo
are hereby informed that their Goods are
being landed at their risk into the Godowns
of the Hongkong and Kowloon Wharf
and Godown Co., Ltd., at Kowloon, and
stored at Consignees' risk and expense.

No claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undelivered after the 25th Inst.,
will be subject to rent.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 25th Inst., at
2.30 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN TOMES & CO.,
Agents.

Hongkong, June 20, 1907. 1040

NOTICE TO CONSIGNEES.

'GLEN' LINE OF STEAMERS.

FROM LEITH, DUNDEE, MIDDLESBRO,
LONDON AND STRAITS.

THE Steamship Glenrochy having arrived
from the above ports, Consignees of
Cargo by her are hereby informed that
their Goods are being landed at their
risk into the Godowns of the Hong-
kong and Kowloon Wharf and Godown Co.,
Limited, at Kowloon, where each consig-
ment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

Goods not cleared by the 25th June,
will be subject to rent.

No Fire Insurance will be effected.

All Damaged Packages must be left in
the Godowns, and a certificate of the
Damage obtained from the Godown Co.
within ten days after the Steamer's arrival.
No claims will be recognised if not pre-
sented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW.

Hongkong, June 18, 1907. 1030

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

PREUSSEN

having arrived, Consignees of Cargo are
hereby informed that their Goods with the
exception of Opium, Treasure and Valu-
ables, are being landed and stored at their
risk into the Godowns of the Hongkong &
Kowloon Wharf and Godown Company,
Limited, at Kowloon, where delivery may
be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before
Wednesday, the 19th of June, at 1 p.m.

No claims will be admitted after the 25th
of June, will be subject to rent.

All Broken, Chafed, and Damaged Goods
are to be left in the Godowns, where they
will be examined on the 25th of June, at
9.30 a.m.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
the Undersigned.

NORDDEUTSCHER LLOYD,
MELBOURNE & CO.,
Agents.

Hongkong, June 19, 1907. 1036

'MOGUL' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP PATHAN.

FROM GLASGOW, LIVERPOOL
AND STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns of
the Hongkong and Kowloon Wharf and
Godown Co., Ltd., at Kowloon, where
and/or from the Wharves delivery may be
obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before
10 a.m., To-morrow.

No claims will be admitted after the Goods
have left the Godowns, and all Goods
remaining undelivered after the 25th Inst.,
will be subject to rent.

All Claims against the Steamer must be
presented to the Undersigned on or before
the 10th July, or they will not be recog-
nised.

All Broken, Chafed, and Damaged Goods
are to be left in the Godowns, where they
will be examined on the 27th Inst., at
3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.

Hongkong, June 21, 1907. 1043

THE LOSS OF THE DAKOTA.

Severe Censure upon Captain
Franko.

The report of the Dakota investigation
was made public on the 19th ultimo. As
already briefly reported, Captain Franko

is severely censured, and recommendation
made that his license, which has expired,
is not to be renewed for a period of two and
one-half years. The report, which fills
several typewritten pages, was forwarded
to Supervising Inspector Birmingham in
San Francisco, on the 18th ultimo, and the
following day word was received that the
results could be made public at once.

The testimony of Captain Franko is
reviewed by the inspector detailing clearly
the conditions under which the mammoth
liner was wrecked on March 3rd on a reef
about one mile from Shihrah. Dealing
with Captain Franko, the report says:-

"The Board cannot understand why a
man of Captain Franko's intelligence,
experience and wide ability, knowing him-
self to be responsible for the safety of his
passengers and crew as well as a ship and
cargo representing a vast amount of money,
should fail when he knew the courses he
was steering were taking him extremely
close to a hidden reef, to verify the ship's
position, but instead depend entirely upon
the compass and distances and his ability to
calculate the distance from land by merely
looking shoreward, and especially in a
place where the set current is so strong."

"The Board is bound to hold this un-
skilful navigation, and would feel it its
duty to revoke Captain Franko's license
as master of ocean steam vessels, were he
now in possession of one. It would proceed
under authority conferred upon it by sec-
tion 4450 R. S., only for the fact that
Captain Franko's license expired by
limitation May 3, 1907, having been issued
by the local Board at New York May 3,
1902, for a term of five years, and not
having been renewed since that time."

"We therefore recommend that Captain
Franko's license as master of steam ves-
sels be not renewed for a period of two
years and six months."

Marine men of Seattle, says the local
Times, are emphatic in their defence of
Captain Franko, and say that if the case
is taken before Secretary Strauss of the
Department of Commerce and Labour,
Franko would without a doubt be vindicated
as master upon taking the examination to
show that he was a capable navigator.

Captain Whitney stated that should any
possible change of Captain Franko's
license be made before the thirty
months is up it would be refused him,
although there is nothing in the statutes
which says that a United States inspec-
tor can refuse to issue a license to a man who
can show by regular examination that he
is a skilful navigator.

Should Captain Franko appeal from the
present recommendation he would have to
go to supervising inspector on the Pacific
Coast. Failing there, he could go to the
superintendent of the United States
Department of Commerce and Labour.
Friends of Captain Franko say that when the
decision is reached by Supervising Inspector
Birmingham he will fight the case to a
finish.

It is rumoured about marine circles that
Captain Franko is backed by a large
steamship company, which is very anxious
to have him in command of one of its
vessels and that it will do everything in
its power to get him.

Notices to Consignees.

NOTICE TO CONSIGNEES.

STEAMSHIP GULF OF VENICE.

FROM SYDNEY.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature and to take immediate delivery of
their Goods from alongside.

Cargo imported from the discharge of the
Vessel will be landed and stored at Con-
signees' risk and expense.

No Fire Insurance will be effected by
us in any case whatever.

DODWELL & CO., LTD.,
Agents.

Hongkong, June 20, 1907. 1037

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo per Steamship

MONGOLIA.

The above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature, and to take immediate delivery
of their Goods from alongside.

Cargo imported from the discharge and un-
derladed by TOESDAY, 25th June, 1907, at
Noon, will be landed and stored at Con-
signees' risk and expense. All Cargo un-
delivered by FRIDAY, the 28th June,
1907, at Noon, will be subject to rent.

Broken, chafed, or damaged goods will
be examined at the Godowns Co. at Godown on
THURSDAY, 27th June, 1907, at 10 a.m.

No Fire Insurance will be effected.

S. SILVERSTONE,
Agent.

Hongkong, June 21, 1907. 1046

NOTICE TO CONSIGNEES.

FROM SYDNEY.

THE Steamship

CAPE CORSO.

The above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature, and to take immediate delivery
of their Goods from alongside.

Cargo imported from the discharge will
be landed into the Godowns of the Godown
Co. at Godown on THURSDAY, 27th June,
1907, at 10 a.m.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 22, 1907. 1049

HONGKONG-AVERAGE MARKET PRICES.

Corrected to Thursday, June 20th, 1907.

At 100 cents per Dollar Mexican.

Butcher Meat.

Butcher Meat.	cts.
Beef steaks and prime cut—Mol Long Pa	1b 20
.. Corned—Ham Ngau Yak	20
.. Roast—Shiu	20
.. Breast—Ngau Lam	15
.. Soup—Tong Yuk	15
.. Steak—Ngau Yik Pa	20
.. Omelet Ngau San Steaks	30
.. Sausages—Ngau Chuan	28
.. Balloos's Brains—, Siow	per set 10
.. Tongue fresh—Ngau Li	each 60
.. Corned—Ham Ngau Li	55
.. Head—Ngau Tau	80
.. Heart—Ngau Sam	1b 12
.. Lump Salt—Ngau Kiu	20
.. Feet—Ngau Kerk	each 7
.. Kidneys—Ngau Yiu	10
.. Tail—Ngau Mei	17
.. Liver—Ngau Con	1b 12
.. Tripo (undressed)—Ngau To	7
.. Jaws Head and Feet—Ngau chai-tau-kak, set	\$1.00
.. Mutton Chop—Young Pal Kwat	1b 24
.. Leg—Young Pal	24
.. Shoulder—Young Shee	20
.. Pigs' Chittings—Chi chong	24
.. Brains—Chi Know	per set 2
.. Feet—Ch Kerk	12
.. Fry—Chi Chak	12
.. Head—Chi Tau	12
.. Heart—Chi Sun	each 9
.. Kidneys—Chi Yiu	8
.. Liver—Chi Con	1b 28
.. Pork Chop—Chi Pal Kwat	21
.. Corned—Ham Chu Yak	22
.. Leg—Chi Pal	22
.. Fat or Lard—Chi Yau	16
.. Sheep's Head and Feet—Young Tau Kerk set	60
.. Heart—Young Sam	each 6
.. Kidneys—Young Yiu	10
.. Liver—Young Con	1b 24
.. Sucking Pigs, To Order—Chu Chai	—
.. Suet, Beef—Sang Ngau Yan	1b 16
.. Mutton—Sang Young Yau	24
.. Veal—Ngau Chai Yak	20
.. Sausages—Ngau Chai Cheong	20

Poultry.

Poultry.	cts.
Chickens—Kai Chai	1b 32
Capons, Large, Small—Shi Kai	32
.. Ducks—A	26
.. Doves—Pan Kai	each 14
.. Eggs, Hen—Kai Tan	per dozen 22
.. Fowls, Canton—Kai	30
.. Hainan—Hoi Nam Kai	30
.. Geese, Wild Sh'el—Shi Yee Ngol, pair	—
.. Mus Deer—Wong Keng	each —
.. Hare, Shanghai—Tu Chai	—
.. Partridge—Che Kai	—
.. Pheasant—Shan Kai	pair —
.. Vigeons, Canton—Pak Kip	each 38
.. .. Holow—Hoi Hoi Pak Kip	20
.. Quail—Um Chun	26
.. Rice Birds—Wo Pa Cheuk	dozen —
.. Snipe—Shi Chok	each —
.. Turkeys, Cook—Phor Kai Kung	60
.. .. Hen	46
.. Wild Ducks, Sh'el—Shanghai Salap pair	—
.. Teal—Sai Ap Chai	—
.. Wild Ducks Canton—Sang Shing Sai Ap, ea	—

Fish.

Fish.	cts.
Barbel—Ka Yu	1b 13
Bream—Bin Yu	14
Canton Fresh Water Fish—Hoi Sin Yu	13
Carp—Li Yu	11
.. Catfish—Chik Yu	18
.. Codfish—Mun Yu	24
.. Crabs—Hoi	16
.. Eels—Hoi	12
.. Gudgeon—Pak Kip Yu	18
.. Herring—Chung Kwan Kip	24
.. Labrus—Wong Pa Yu	20
.. Loach—Wu Yu	24
.. Lobsters—Lung Ha	26
.. Mackrel—Chi Yu	13
.. Monk Fish—Mong Yu	24
.. Mullus—Chi Yu	20
.. Oysters—Sang Hoo	20
.. Parrotfish—Kai Kung Yu	1

TRADE IN SOUBAYVA.

According to a report of the Chamber of Commerce in Sourabaya, the expectations of a poor coffee crop for the year 1906 are realised, which was not the case with the sale of coffee.

The quality of the Liberia coffee was good, that of the Java coffee only passable. A few plantations excepted, a total crop for the year 1907 is expected, caused by the permanent rains. The estimated production for 1907 of five coffee districts in East Java amounted to 107,800 piculs for Java and 30,100 for Liberian coffee. The sugar crop of 1906, though less than in the two preceding years, was however much higher than the average of the last ten years. The export to British India and Japan increased enormously. The export to British India amounted during the period May-December 1906, to 1,841,328 piculs, or 471,300 more than in 1905 during the same period; to Japan in 1906 2,446,000 piculs, more than in 1905. The export to Hongkong decreased, to Australia and Singapore increased. The tobacco crop was, owing to the wet season, satisfactory; the European market opened steadily, the prices being 10-20 per cent. higher than in 1905. The import trade of linen goods in 1906 decreased, as compared to that of 1905, caused by the slow demand; the situation changed a little afterwards, but not much. Cambric of inferior quality had not been imported in 1906, the first half year of 1906, small quantities of the article were taken. Though printers' supplies were less in 1906 than in 1905 the market was still well provided and prices were low.

To-day's Advertisements

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE.

INCREASE OF CAPITAL.

SHAREHOLDERS are reminded that the FIRST CALL of £16 Sterling per Share on the NEW ISSUE of SHARES will be payable on the 1st July next.

For the Hongkong and Shanghai Banking Corporation,
J. R. M. SMITH,
Chief Manager.

Hongkong, June 24, 1907. 1054

NOTICE.

EXPERIENCED ENGLISH MONTHLY NURSE

desires of Work in Hongkong, now open for engagements.

NURSE THOMAS,
COTTON MILLS,
East Point,
Hongkong, June 24, 1907. 1059

NOTICE.

THE INTEREST AND RESPONSIBILITY OF EDWARD CONSTANT RAY

in the business carried on by him as a SHIP and GENERAL BROKER under the style of E. C. RAY ceased on the 28th February, 1907.

The business of a Ship and General Broker carried on by me under the said style of 'E. C. RAY' since the 28th February, 1907, will henceforth be carried on by me under my own name.

E. H. RAY,
Hongkong, June 24, 1907. 1056

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

In the Goods of WEI ON, late of Victoria, in the Colony of Hongkong, Solicitor, deceased.

NOTICE IS HEREBY GIVEN that His Honour the Chief Justice has in virtue of Section 58 of Ordinance No. 2 of 1877, made an Order limiting to the 12th day of August, 1907, as the time for Creditors to send in their Claims against the Estate of WEI ON late of Victoria, in the Colony of Hongkong, Solicitor, deceased who died on the 19th day of May, 1907, at the Government Civil Hospital, Victoria aforesaid, and Letters of Administration were granted by the aforesaid Court on the 8th day of June, 1907, to LEE AH SHI, of No. 18, Gage Street, Victoria aforesaid, Widow, the natural and lawful mother of the said Deceased.

NOTICE is also given that all such Claims are to be sent to the undersigned prior to the said 12th day of August, 1907, or no Notice will be taken of them.

All persons indebted to the above Estate are requested to make immediate payment to the undersigned.

Dated the 14th day of June, 1907.
JOHNSON, STOKES & MASTER,
Solicitors for the said Administrator,
8, Des Voeux Road Central,
Hongkong.

1052

TO LET.

ONE FOUR-ROOMED HOUSE, at PRATA EAST, near East Point.

Apply to
JARDINE, MATHESON & Co., Ltd.,
Hongkong, January 3, 1907. 1051

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Gregory Apcar having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense. Cargo remaining on board after 4 p.m., of the 26th instant, will be landed at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd.,
Agents,
Hongkong, June 24, 1907. 1053

INDO-CHINA STEAM-NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Nanyang having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., of the 26th instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers,
Hongkong, June 24, 1907. 1058

FACE COVERED WITH SCURVY

Little Boy so Terrified By It that He Could Not Sit Still—Miserable to Watch Him—Suffered Nine Months—Now Rid of Disease.

WHOLE FAMILY PRAISES CUTICURA

"I am quite willing to state how grateful we are for the great benefit received from the Cuticura Remedies. Each of our five in family have used either one or the other of the Cuticura Remedies and have found them equal to what they are claimed to do. In fact, it is not too much to say that, at short intervals, our son, ten years old, had patches of scurvy on the face and lower limbs, and was so terrified by it that he could not sit still, and it was miserable to watch him. He had it nine months and now is quite rid of it, by taking several doses of Cuticura Pills, constant use of Cuticura Soap, and Cuticura Ointment for about six weeks, using about one half box Cuticura Ointment and one half vial Cuticura Pills for his cure. We had tried several other remedies before, without much effect. You are quite at liberty to use this if it may benefit any sufferer. Any sufferer wishing to write us personally, we shall be pleased to testify to the quality of the Cuticura Remedies. Mrs. A. Jones, 8 Avenue Road, Dover, Eng., Feb. 12, 1906."

CUTICURA TREATMENT

For Torturing and Disfiguring Humours of the Skin.

Scalp and Blood

Consists of warm baths with Cuticura Soap to cleanse the skin, gentle applications of Cuticura Ointment to heal the skin, and mild doses of Cuticura Pills to cool and cleanse the blood, and put every function in a state of healthy activity. A single treatment is often sufficient to afford instant relief, purify the blood, and point to a speedy cure of eczema, rashes, irritations, and inflammations of the skin and scalp, from infancy to age, when the usual remedies, and even physicians, fail. Write for the full particulars, and receive a free sample of Cuticura Soap, Cuticura Ointment, and Cuticura Pills, all by mail, for 10 cents. Write to J. C. CUTICURA, P.O. Box 100, Lowell, Mass., U.S.A. or to J. C. CUTICURA, P.O. Box 100, London, W.C., England.

To-day's Advertisements

NAVY CONTRACT.

TENDERS are invited for the Supply of LABOUR AND JUNKS in connection with the COALING of H. M. Fleet, etc., at Hongkong, for a period of 12 months, to be completed by the 1st August, 1907.

Forms of tender can be obtained on application to the NAVAL STORES OFFICER, H. M. Naval Yard, Hongkong, and should be returned not later than noon on 18th July, 1907.

A Deposit of One Hundred Dollars will be required from persons tendering. This will be returned in the event of non-acceptance of tender.

Hongkong, June 24, 1907. 1055

L O S T.

ON June 18th, off Lai-Oi-Kok,

ONE WHITEHEAD TORPEDO.

A Reward of Fifty Dollars will be paid for its recovery.

Apply to H.M.S. TAMAR,
Hongkong, June 24, 1907. 1061

NOTICE.

WE beg to give Notice that we have TAKEN OVER the ASSETS and LIABILITIES of the EAST ASIATIC TRADING CO.

The business will be carried on under the name and style of SCHULDT & CO., at Hongkong.

HONG KONG: HONG NING.

行洋亨元司公士刺些

SCHULDT & CO.,

No. 2, Connaught Road,
Hongkong, June 24, 1907. 1060

FOR SHANGHAI, YOKOHAMA, KOBE AND MOU.

THE Steamship GREGORY APGAR.

Captain S. H. BAZON will be despatched for the above Ports on THURSDAY, the 27th inst., at Noon.

This Steamer has Superior Accommodation for Passengers and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to
D. SASSOON & Co., Ltd.,
Agents,
Hongkong, June 24, 1907. 1057

NOTICE TO CONSIGNEES.

STEAMER ERNEST SIMONS.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London Haver & de la Cour, and from BORDAUX ex s.s. *Verdun* and *Frederic Morel*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the warehouse and/or extra lazaretto Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN COMPANY, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 a.m. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the undersigned, and Goods remaining undelivered after MONDAY, the 1st July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st July, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 1st July, at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers,
Hongkong, June 24, 1907. 1059

SHIPPING

ARRIVALS.

June 23.
Cape Corvo, British steamer, 2,610, Colin Molod, Sydney May 24, and Manila June 10, General.—BUTTERFIELD & SWIRE.

Hinang, British steamer, 1,534, A. G. Smith, Hongkong June 19, Coal.—JARDINE, MATHESON & Co.

Pukuhia Maru, Japanese str., 1,090, T. Ito, Swatow June 21.—O. S. K.

Australien, French str., 3,543, H. Veron, Yokohama June 15, Mails and General.—MESSAGERIES MARITIMES.

Nicomede German steamer, 4,384, P. Wagemann, Portland, O., May 17, Flour.—PORTLAND & ASIATIC STEAMSHIP CO.

Yokohama, British str., 1,306, J. H. Brown, Shanghai via Swatow June 19, General.—BUTTERFIELD & SWIRE.

Haitching, British steamer, 1,367, A. E. Hodgins, Fochow June 21, and Amoy 22, General.—DAVIDS & SONS CO.

Nanyang, British steamer, 2,591, P. H. Rolfe, Calcutta, via Penang and Singapore June 17, General.—JARDINE, MATHESON & Co.

Nichibei Maru, Japanese str., 880, R. Ninawa, Wakamatsu June 16, Coal and Goods.—M. B. K.

Choyang, British steamer, 1,424, A. E. Sandilich, Shanghai via Swatow June 19, General.—JARDINE, MATHESON & Co.

Gregory Apcar, British str., 2,931, S. H. Bazon, Calcutta June 21, and Swatow 17, General.—DAVIDS & SONS CO.

Yonang, British steamer, 1,050, T. M. Meyrick, Manila June 21, General.—JARDINE, MATHESON & Co.

Jacob Diederichsen, German str., 623, A. Uderup, Haiphong June 20, and Pakhoi 21, General.—JESSEN & Co.

Selthin, British str., 1,335, J. E. Forrell, from Langkat, Kermans Oil.—McBAIN & Co.

Prithvi, Norwegian steamer, 891, O. Anderson, Hongkong June 20, Coal.—AARANG, THOMSON & Co.

Litz, German gunboat, 900, Rose, from Hainan, British str., from Canton.

Nihiki Maru, Japanese, from Canton.

Hitachi Maru, Japanese str., 4,164, W. Townsend, Shanghai June 21, General.—NIPPON YUSEN KAISHA.

Pong-koh, German steamer, 1,115, W. Rohn, Bangkok June 14, Timber and Rice.—MELCHERS & Co.

Vienna, British steamer, 2,563, J. Jones, New York April 17, Petroleum.—STANDARD OIL CO.

Zwena, British steamer, 941, Ramsay, Samarang June 14, Sugar.—CHINESE.

Laertes, British str., 1,340, J. B. Jackson, Saigon June 23, General.—CHINESE.

Ernest Simons, French str., 2,390, R. Girard, Marseilles May 25, and Saigon June 21, Mails and General.—MESSAGERIES MARITIMES.

Yokohama, British str., 1,306, J. H. Brown, Shanghai via Swatow June 19, General.—BUTTERFIELD & SWIRE.

Haitching, British steamer, 1,367, A. E. Hodgins, Fochow June 21, and Amoy 22, General.—DAVIDS & SONS CO.

Nanyang, British steamer, 2,591, P. H. Rolfe, Calcutta, via Penang and Singapore June 17, General.—JARDINE, MATHESON & Co.

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Yonang, British steamer, 1,050, T. M. Meyrick, Manila June 21, General.—JARDINE, MATHESON & Co.

Jacob Diederichsen, German str., 623, A. Uderup, Haiphong June 20, and Pakhoi 21, General.—JESSEN & Co.

Selthin, British str., 1,335, J. E. Forrell, from Langkat, Kermans Oil.—McBAIN & Co.

Prithvi, Norwegian steamer, 891, O. Anderson, Hongkong June 20, Coal.—AARANG, THOMSON & Co.

Litz, German gunboat, 900, Rose, from Hainan, British str., from Canton.

Nihiki Maru, Japanese, from Canton.

STEAMERS PASSED SUEZ CANAL.